FEDERATION INTERNATIONALE DE L'AUTOMOBILE

2027 FIA WORLD RALLY CHAMPIONSHIP SPORTING REGULATIONS



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A WORLD IN MOTION

FIA WORLD RALLY CHAMPIONSHIP

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GENERAL PRINCIPLES

1. GENERAL CHAMPIONSHIP CONDITIONS

The FIA organises the FIA World Rally Championship (the Championship) which is the property of the FIA.

The World Rally Championship is governed by the FIA International Sporting Code and its appendices (the Code) and these Regulations which consist of articles applicable to one or more of the following specific Championships/Cups:

- FIA WRC1 World Championship for Drivers
- FIA WRC1 World Championship for Co-Drivers
- FIA World Rally Championship for Constructors
- FIA World Rally Championship for Teams
- FIA WRC2 Championship for Drivers
- FIA WRC2 Championship for Co-Drivers
- FIA WRC3 Championship for Drivers
- FIA WRC3 Championship for Co-Drivers
- FIA WRC Masters Cup for Drivers
- FIA WRC Masters Cup for Co-Drivers
- FIA Junior WRC Championship for Drivers
- FIA Junior WRC Championship for Co-Drivers

The Championship rallies are published on the FIA annual calendar.

1.1 APPLICATION

1.1.1 All Drivers, Competitors and officials participating in the Championships undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the Code, the applicable Technical Regulations, the present Sporting Regulations, and the Supplementary Regulations of each rally.

For the purposes of the current Sporting Regulations, the Championship promoters, tyre manufacturers, fuel suppliers or any suppliers connected with competitive cars are considered to be rally participants in accordance with Art. 1.3 of the International Sporting Code, and as such must adhere to the obligations imposed on them and abide by the decisions of the sporting authority.

1.1.2 Only the FIA may grant waivers to these Regulations. Any request for a waiver from the regulations applicable to the WRC is to be submitted on the form provided by the FIA Road Sport Department for that purpose. Any article in the Supplementary Regulations which may change these regulations without a waiver is void.

1.1.3 The Clerk of the Course is responsible for the application of these Regulations and the rally Supplementary Regulations before and during the running of the rally. He must inform the Stewards of any important incidents that have occurred which require the application of these Regulations or the rally Supplementary Regulations. In the cases specifically provided for in these Regulations, the Clerk of the Course shall take the corresponding sporting action and apply the consequences prescribed by these Regulations. He shall notify the Competitor(s) concerned of any such action in writing. The notification shall also be published on the Digital Notice Board (DNB).

1.1.4 Anything that is not expressly authorised by these Regulations is forbidden.

1.1.5 Any alleged breach of these Regulations will be reported to the Stewards, who may impose a penalty in accordance with the International Sporting Code. Any matter not expressly provided for in the regulations will be studied by the Stewards, who alone shall have the authority to make decisions in accordance with the International Sporting Code. For the avoidance of doubt, any breach of these Regulations shall be deemed to fall within the jurisdiction of the Stewards, irrespective of whether the relevant article expressly provides for referral to the Stewards.

1.2 OFFICIAL LANGUAGE

The various documents, in particular the Supplementary Regulations and any Bulletins, must be available in English. The documents written in the language of the organising country remain at the discretion and responsibility of the organiser.

1.3 INTERPRETATION

Should any dispute arise as to the interpretation of these Regulations, only the FIA has the authority to decide. During the event, the Stewards will decide on any dispute. In the event of any dispute concerning the interpretation of these Regulations, the English text shall prevail. Headings in these documents are for ease of reference only and do not form part of the Regulations.

1.4 DATE OF APPLICATION

These Regulations come into force on 1 January 2027.

2. DEFINITIONS

Area: A designated location provided for a particular rally activity or purpose, such as servicing, tyre fitting, refuelling, media activities or holding competing cars. Its boundaries and the conditions governing access, permitted activities and the presence of cars and personnel shall be as specified in these Regulations or the Supplementary Regulations.

Beginning of the Rally: The rally begins on the day of administrative checks or reconnaissance (whichever is the earlier). The competition element of the rally begins at the time control TC0.

Blue Card: A blue card can be given by the WRC Commission to an event organiser/ASN if a serious lack of compliance with the regulations and the commitments undertaken (itinerary, organisational structure, etc.) is observed. To be included in the following year's calendar, the organiser/ASN must accept and implement the action list decided by the WRC Commission.

Briefing: A briefing is a physical or virtual meeting where the Clerk of the Course and the organiser will provide information, clarify any specific point, remind participants of safety provisions, and answer questions from Competitors. Any information delivered which in any way affects the itinerary, timing or regulations must be confirmed by a Bulletin.

Bulletin: An official written document intended to clarify or complete the Supplementary Regulations of the rally as detailed in Appendix II. A Bulletin cannot change or amend the World Rally Championship Sporting Regulations. This can only be done by the issuing of a waiver granted by the FIA.

Communication: Official written document of an informative nature which may be issued by either the Clerk of the Course or the Stewards.

Homologating Constructor: A person responsible for the design, manufacture or assembly of a competition vehicle or its major components, and for the vehicle's homologation and the sale of the homologated vehicle and its spare parts. The Homologating Constructor is responsible for the homologated vehicle's technical conformity and identity. It may be an original equipment manufacturer (OEM) or a tuner, hereinafter referred to as "the Homologating Constructor".

Constructor Competitor: A person registered in the Championship as a Constructor and eligible to score points in the FIA World Rally Championship for Constructors or WRC Teams. The Constructor Competitor is responsible for the vehicle's conformity with the regulations during the competition. The Constructor Competitor may, with the authorisation of the Homologating Constructor, use the Homologating Constructor's name on its Competitor's Licence. In these Regulations, a Constructor Competitor is referred to as a "Constructor".

Control Zone: The zone between the first yellow warning sign and the final beige sign with three transverse stripes is considered to be a control zone.

Crew: Each crew is made up of two persons on board each car, one nominated as the Driver and the other as the Co-Driver. Unless otherwise stated, either crew member may drive during the rally. Each crew member shall hold a valid competition licence appropriate to the category of the car, in accordance with Appendix L to the International Sporting Code and a driving licence valid for the current year and for the rally. For crews with Rally1 cars, both the Driver and the Co-Driver shall also hold a valid WRC Super Licence in accordance with Appendix XII of these Regulations. If no Competitor is listed on the entry application, the Driver is deemed also to be the Competitor and must hold the two or three corresponding licences. When competing outside their countries, crews must have taken out an international insurance policy covering their repatriation, if necessary, after an accident.

Decision: A document issued by the Clerk of the Course or the Stewards to announce their findings following an enquiry, hearing or investigation.

FIA: Any mention of the FIA refers to the FIA Road Sport Department.

End of the Rally: The rally ends upon posting of the Final Classification. The competition element of the rally finishes at the final time control.

Europe: For the purpose of these Regulations, 'Europe' shall be considered to include the countries of the EU, EFTA, UK and Turkey.

Holding Area: An area designated by the Organiser in which cars and their crews may be required to remain as directed by the Officials. Access shall be restricted to authorised persons. The conditions applicable within the Holding Area, including any restrictions on personnel access and whether work on cars is permitted, shall be defined by these Regulations or the Supplementary Regulations. Parc Fermé rules shall apply only where expressly specified for a particular Holding Area in these Regulations, the Supplementary Regulations, or by a Bulletin issued by the Organiser.

Links: A minimum of two (2) rallies joined for the purposes of limiting the use of engines or transmissions or components.

Media Area: An area established for the media prior to the time control at the entrance of Service Parks, remote services or regroup parks.

Neutralisation: The time during which a crew is stopped by the organisers for whatever reason where Parc Fermé rules apply.

Notification: An official written document issued and published by the Clerk of the Course informing, as appropriate, a Competitor/the Competitors of the application of these Regulations and/or the rally Supplementary Regulations.

Overseas event: An Event taking place on a continent different from the continent to which the ASN that issued the Competitor's licence belongs, as determined by the FIA.

Parc Fermé: An area in which any operation, checking, tuning or repair on the car is not allowed unless expressly provided for by these Regulations or by the Supplementary Regulations of the rally and where only authorised officials are admitted.

Participation: For the purposes of these Regulations, a Competitor shall be deemed to have participated in a WRC rally once a car(s) entered under that Competitor's licence has started the first Special Stage actually run in that rally.

Person: A natural person, an organisation or any other entity.

Prohibited Service: The use or receipt by the crew of any manufactured materials (solid or liquid, unless supplied by the organisers), spare parts, tools or equipment other than those carried in the competing car or the presence of team personnel as defined in Art. 55.2.

Reconnaissance: The presence on a Special Stage in any way whatsoever of an FIA priority Driver and/or Co-Driver at any time or of any non-priority crew member intending to enter a rally after the announcement of the itinerary.

Reconnaissance timetable: The timetable specified in the Supplementary Regulations during which the crews may familiarise themselves with the rally route.

Regroup: A stop scheduled by the organisers under Parc Fermé conditions having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the cars still in the rally. The stopping time may vary from crew to crew.

Road Section: The parts of an itinerary which are not used as Special Stages.

Section of the rally: Each part of the rally separated by a regroup.

Service: Any work on a competing car except where limited in these regulations.

Special Stage: Timed speed test on roads closed to the public for the rally.

Sporting Penalty: A time penalty imposed for an infringement during a Special Stage, such as a false start, short cut or chicane infringement, or on a road section, such as late arrival at a Time Control or a traffic offence. Sporting penalties shall be added to the time for the corresponding Special Stage or section, as applicable, and included in the relevant classifications.

Super Special Stage: Any variation from the running of a Special Stage as described in Art. 50 of these Regulations and detailed in the rally Supplementary Regulations and identified as such in the itinerary.

Team: A team is made up of the Competitor, the crew and support personnel.

Technical Zone: A zone which may be located between two time controls for the purpose of carrying out technical checks by the scrutineers.

Testing: The competitive driving of a homologated Rally1 car outside the itinerary of a rally, where such driving is undertaken or arranged by or on behalf of a Constructor or WRC Team or Rally1 Driver registered in the Championship. For the purposes of Art. 67, testing also includes roll-outs and systems checks.

Time Card: A card, intended for the stamping and/or recording of times at the various control points scheduled on the itinerary.

Waiver: The act of intentionally relinquishing or amending part of these regulations. The FIA may only grant a waiver in a special, unavoidable and individual situation. A waiver cannot change the general meaning of the regulations.

Wheel: Notwithstanding the definitions set out in Art. 251-2.4.1 of Appendix J to the International Sporting Code, for the purpose of these Regulations a "wheel" shall mean the complete wheel assembly comprising the rim and tyre.

Yellow Card: A serious lack of spectator safety in rallies may cause a yellow card to be given by the WRC Commission to an event organiser who has committed such an offence. If two yellow cards are received within two consecutive years, a penalty will be imposed by the WRC Commission.

Zone: A defined part of the rally route within which specific procedures, requirements or restrictions apply, such as a Control Zone, Technical Zone or Tyre Warming Zone. Its limits shall be identified by the prescribed signs or as specified in these Regulations, the Supplementary Regulations or the Road Book.

CHAMPIONSHIP & POINTS

3. CHAMPIONSHIP REQUIREMENTS

3.1 REPORTS

3.1.1 For each rally, a report will be drawn up by the FIA in association with FIA officials and reviewed by the relevant FIA Commission.

3.1.2 Any Championship rally shown by the report to have failed either to comply with the regulations or to attain an adequate standard against the points observed may not be accepted in the Championship in further years.

3.2 CANCELLATION OF A CHAMPIONSHIP RALLY

Any Championship rally which is cancelled will not be accepted in the Championship in subsequent years, except in a case of force majeure as recognised by the FIA or where the WRC Commission considers, on the merits of the case, that the rally may be accepted.

3.3 ATTRIBUTION OF CHAMPIONSHIP POINTS

3.3.1 For each Championship/Cup title, points will be awarded for each rally taking into account the general classification of only Drivers/Co-Drivers eligible to score points according to the following scale:

1st:	25 points
2nd:	17 points
3rd:	15 points
4th:	12 points
5th:	10 points
6th:	8 points
7th:	6 points
8th:	4 points
9th:	2 points
10th:	1 point

3.3.2 For the FIA World Rally Championships for Constructors, for Drivers and for Co-Drivers, and WRC Teams, additional points as per the following scale will be awarded according to an accumulated general classification for the last competition day only, comprising the part from the first time control after the overnight regroup up to and including the final time control of the competition element of the rally (with all time penalties

accrued in this part of the competition), based on a separate classification comprising only Priority 1 Drivers (WRC1):

1st:	5 points
2nd:	4 points
3rd:	3 points
4th:	2 points
5th:	1 point

3.3.3 For the FIA World Rally Championships for Constructors, Drivers and Co-Drivers, and WRC Teams, additional points shall be awarded in accordance with the following scale, based on a separate Power Stage classification comprising only Priority 1 Drivers (WRC1):

1st:	5 points
2nd:	4 points
3rd:	3 points
4th:	2 points
5th:	1 point

3.3.4 To score points in any of the Championships for Drivers, the person nominated as the Driver on the entry form must drive the car on the rally Special Stages, except in a case of force majeure occurring during the competition, notified to the Stewards and recognised by them.

3.3.5 Attribution of reduced points

Should one of the rallies not be able to be run in its entirety, Championship points shall be awarded based on the final classification.

- Full points if 225 km or more of Special Stages has been run,
- Half points if 150 km or more, but less than 225 km of Special Stages has been run.
- One third points if 75 km or more but less than 150 km of Special Stages has been run.
- No points if less than 75 km of Special Stages has been run.

This is applicable to Championship points only. Any decimals will be rounded up or down to the nearest full number.

Points for the last day shall be awarded only if at least 50% of the scheduled Special Stage distance has been run.

Points awarded for any 'Power Stage' run are not subject to this attribution of reduced points.

In exceptional circumstances, the FIA may decide to apply a different principle for the attribution of reduced points.

3.4 REGIONAL CHAMPIONSHIP RALLIES WITHIN THE WORLD RALLY CHAMPIONSHIP

Organisers of FIA Regional Championship rallies must advise the FIA should they plan to incorporate a round of that Regional Championship within the structure of a World Rally Championship rally.

3.5 MINIMUM NUMBER OF WRC RALLIES

3.5.1 Titles will be awarded if at least 50% of the number of events scheduled on the initial calendar for the respective Championship have been run.

3.5.2 For the Support Championships, the minimum and maximum number of participations and the number of rallies taken into account for the final classification of the respective Championship may be adjusted accordingly by the FIA should the number of qualifying events be less than scheduled on the initial calendar.

3.6 REGISTRATION REQUIREMENTS

A Competitor

3.6.1 wishing to score points in any WRC Championship or Support Championship must register for the Championship with the FIA using a registration form available from the FIA.

3.6.2 must pay the registration fee

For the WRC for Constructors	€ 250.000
For the WRC for Teams	€ 65.000
For the WRC2	€ 4.266
For the WRC3	€ 2.139

For the Masters Cup € 4.266 [1)]
For individual Competitor/Driver with Rally1 car: € 6.200.

1) In order to be eligible for Priority Driver status, a Competitor registered in the FIA Masters Cup must also be registered in WRC2 or WRC3, or as an individual Competitor with a Rally1 car.

4. FIA WRC1 WORLD CHAMPIONSHIP FOR DRIVERS AND FIA WRC1 WORLD CHAMPIONSHIP FOR CO-DRIVERS

4.1 ANNOUNCEMENT

The FIA WRC1 World Championship for Drivers and Co-Drivers consists of the rallies counting towards the 2027 FIA World Rally Championship, as published in the FIA Calendar. All the results will be taken into account when drawing up the final classification of the Championship. The Driver or Co-Driver having totalled the highest number of points at the end of the year is declared FIA WRC1 World Champion Driver or FIA WRC1 World Champion Co-Driver.

4.2 PARTICIPATION – DRIVER / CO-DRIVER

All Drivers duly registered, either by a Competitor or as an individual Competitor/Driver, shall be eligible to score points in the World Championship for Drivers/Co-Drivers, provided they are entered in a rally with a Rally1 car. Co-Drivers are not required to be registered. In order to score points Co-Drivers must participate in a rally with a Driver who is eligible to score points in the Championship.

4.3 POINTS FOR THE WORLD CHAMPIONSHIP FOR DRIVERS AND CO-DRIVERS

Points in the WRC1 World Championships for Drivers and Co-Drivers shall be awarded on the basis of a separate classification drawn from the general classification of the rally, comprising only Drivers and Co-Drivers eligible to score points in a Rally1 car. Additional points shall be awarded for the last competition day and the Power Stage in accordance with Arts. 3.3.2 and 3.3.3, respectively.

5. FIA WORLD RALLY CHAMPIONSHIP FOR CONSTRUCTORS

5.1 ANNOUNCEMENT

The FIA World Rally Championship for Constructors consists of the rallies counting towards the 2027 FIA World Rally Championship as published in the FIA Calendar.

For the purposes of the FIA World Rally Championship for Constructors, any Constructor shall be eligible to be included in the Constructors' Championship and to score points, subject to the applicable Championship Regulations.

The FIA World Rally Champion Constructor shall be the Constructor having scored the highest number of points in the final classification, provided that it has participated in all FIA World Rally Championship events.

5.2 PARTICIPATION – CONSTRUCTOR

A Constructor

5.2.1 wishing to score points in the Championship must register for the Championship with the FIA no later than the entry closing date of the first Championship rally the Constructor wants to enter using a registration form available from the FIA. The Constructor may register with more than one Competitors' licence.

5.2.2 must give the name of the Competitor (as on the Competitor's licence) at the time of registration.

5.2.3 shall participate in all rallies counting towards the Championship with a minimum of two (2) Rally1 cars with the same homologation number (as to Art. 12.4) per Competitors' licence.

During the calendar year, a Competitor may switch once from a Rally1 car complying with Appendix J, Art. 261A, to a Rally1 car complying with Appendix J, Art. 262, provided that both cars are homologated by the same Constructor.

For the avoidance of doubt, switching from a Rally1 car complying with Appendix J, Art. 262, to a Rally1 car complying with Appendix J, Art. 261A, is not permitted.

5.2.4 will be awarded points

- In accordance with Art. 3.3 of these Regulations, a Constructor may nominate, for each Competitor's licence under which it is registered, a maximum of three (3) Drivers entered under that licence as eligible to score points in the Constructors' Championship. Only the two (2) best-placed nominated Drivers entered under each such licence shall score points according to their relative positions in the relevant

classification. These points shall be awarded to the Competitor under whose licence those Drivers are entered. Any remaining nominated Driver shall neither score points nor prevent any other eligible Driver from scoring points in the Constructors' Championship.

- and, in addition, Power Stage points shall be awarded in accordance with Art. 3.3 of these Regulations. For each Competitor's licence under which a Constructor is registered, only the two (2) best-placed nominated Priority 1 Drivers shall be eligible to score points in the Constructors' Championship, provided that they finish in the top five of the Power Stage classification established for this purpose. These points shall be awarded to the Competitor under whose licence those Drivers are entered. Any other Driver shall neither score points nor prevent any eligible Driver from scoring points in the Constructors' Championship.

5.2.5 must inform the FIA of the names of the Drivers entered, obtain the FIA's agreement to those Drivers, and specify which Drivers will be eligible to score points in each rally before the closing date of entries of the rally concerned or by 12:00 GMT on the Monday after the previous event in the Championship if that is later.

6. FIA WORLD RALLY CHAMPIONSHIP FOR TEAMS

6.1 ANNOUNCEMENT

The FIA World Rally Championships for Teams consist of the rallies counting towards the FIA World Rally Championship, as published in the FIA Calendar.

The results from seven (7) nominated rallies (Art. 6.2.4) shall count towards its final Championship classification. If the Team does not participate in all seven (7) required rallies, none of the points it scores in those rallies shall count towards the final classification for the Championship.

The Team having totalled the highest number of points at the end of the year is declared World Rally Champion Team.

6.2 PARTICIPATION – WRC TEAM

A WRC Team

6.2.1 wishing to score points in the Championship must register with the FIA under its Competitor's licence, using the registration form available from the FIA, no later than the entry closing date of the first rally in which it intends to participate.

A Competitor registered for the FIA World Rally Championship as a Constructor may choose whether to score points in the WRC Constructor Championship or in the WRC Team Championship. A Team may score points only through Drivers competing in Rally1 cars homologated in accordance with Art. 12.1.

6.2.2 must participate with two (2) Rally1 cars to score points in each nominated FIA World Rally Championship rally.

During the calendar year, it is permitted to switch from a Rally1 car complying with Appendix J, Art. 261A, to a Rally1 car complying with Appendix J, Art. 262. For the avoidance of doubt, switching from a Rally1 car complying with Appendix J, Art. 262, to a Rally1 car complying with Appendix J, Art. 261A, is not permitted.

To be included in the respective final Championship classification, a WRC team must have participated to score points in at least one (1) overseas rally and must have participated to score points in the final round of the Championship.

6.2.3 will be awarded points according to Art. 3.3.1 of these Regulations. For any one Team, two (2) nominated Drivers will be eligible to score points according to their relative position.

6.2.4 for each rally in which it wishes to score WRC Team Championship points, the WRC Team must enter using the FIA standard online entry form available at https://registrations.fia.com/rally. When submitting its entry, the Team must nominate the Drivers eligible to score points for that rally by selecting the corresponding option on the form. The nomination must be made before the closing date for entries, unless Art. 5.2.5 provides for a later deadline.

6.2.5 If a WRC Team whose Driver nominated to score points is disqualified from the entire Competition, that rally shall nevertheless count as one of the rallies taken into account for the determination of the WRC Team's final points total in the Championship.

7. FIA WRC SUPPORT CHAMPIONSHIPS

7.1 ANNOUNCEMENT

7.1.1 **WRC2, WRC3 and WRC Masters Cup.**

The FIA Support Championships are Championships for Drivers and Co-Drivers taking part in the qualifying rallies using eligible cars as specified in the specific Championship regulations. Hereafter, "the WRC Support Championships" denotes rules which are common to WRC2, WRC3 and WRC Masters Cup.

7.1.2 **FIA Junior WRC**

The FIA Junior WRC is a Championship for Drivers and Co-Drivers taking part in the qualifying rallies specified in Art. 7.9 using eligible cars as specified in Art. 12.5. M-Sport Poland Sp. z o.o. is the single supplier (in the following "single supplier") to the FIA Junior WRC.

7.2 PARTICIPATION IN A WRC SUPPORT CHAMPIONSHIP

7.2.1 To score points in a WRC Support Championship, a Competitor must register with the FIA before the closing date of entries of the first rally entered. Registration in the specific WRC Support Championship, must be made by a Competitor holding a valid Competitor's licence in the name of a Driver holding a valid international competition licence. Co-Drivers are not required to register.

7.2.2 The entry of a Driver and/or Co-Driver registered for the WRC Support Championship in an individual rally must be submitted using the FIA standard online entry form available at HTTPS://REGISTRATIONS.FIA.COM/RALLY.

7.2.3 At the time of submitting the entry, the Competitor must indicate whether Driver and/or Co-Driver wish to score Championship points for its specific WRC Support Championship for that event by selecting the corresponding option(s) on the entry form.

7.2.4 Any submitted entry to score points in a specific WRC Support Championship shall always be considered as one of the number of rallies as per Art. 7.3.1, unless the Stewards grant a case of force majeure upon individual application which must be supported by clear evidence. Such application must be sent to the organiser before the start of the administrative checks of the rally in question.

7.3 POINTS IN A WRC SUPPORT CHAMPIONSHIP

7.3.1 To be eligible to score points in their respective WRC Support Championship, Competitors may nominate a maximum of seven (7) rallies as published in the Championship Calendar.

7.3.2 The titles in their respective WRC Support Championship will be awarded to the Driver and Co-Driver who have scored the highest number of points from no more than six (6) of the maximum of the seven (7) rallies which they may enter to score points. In the remaining rallies they may neither score nor detract points from other Drivers eligible to score points.

To be included in the respective final Championship classification, the Driver and Co-Driver must participate to score points in at least one (1) overseas rally and must have participated to score points in the final round of the Championship.

7.3.3 The awarding of points for Drivers and/or Co-Drivers in their respective WRC Support Championship will be based on a separate classification drawn from the general classification of the rally and including only those Drivers and/or Co-Drivers eligible to score points in that specific rally.

7.3.4 If a Competitor whose Driver is nominated to score points is disqualified from the entire Competition, that rally shall nevertheless count as one of the rallies taken into account for the determination of the Competitor's final points total in the relevant Championship.

7.4 PARTICIPATION IN FIA WRC2

7.4.1 The FIA WRC2 Championship is a Championship for Drivers and Co-Drivers taking part in the qualifying rallies using eligible Rally2 cars as in Art. 12.2.

7.4.2 Regardless of whether a Competitor nominates his Crew to score WRC2 Championship points for the event, any Driver registered for the WRC2 Championship shall be allocated Priority 2 status.

7.5 PARTICIPATION IN FIA WRC3

7.5.1 The FIA WRC3 Championship is a Championship for Drivers and Co-Drivers taking part in the qualifying rallies using eligible Rally3 cars as in Art. 12.2.

7.5.2 Regardless of whether a Competitor nominates his Crew to score WRC3 Championship points for the event, any Driver registered for the WRC3 Championship shall be allocated Priority 3 status.

7.6 PARTICIPATION IN FIA WRC MASTERS CUP

7.6.1 The FIA WRC Masters Cup is open to Drivers and Co-Drivers competing in qualifying rallies in any car eligible for the WRC in accordance with Art. 12, except for nationally homologated cars.

7.6.2 Drivers may be classified as Masters if they:

- Have been born on or before 1 January 1977

Co-Drivers may be classified as Masters if they:

- Have been born on or before 1 January 1977
- Enter the event with an eligible Driver

7.6.3 The Competitor must be registered according to Art. 7.2.

7.7 PARTICIPATION IN FIA JUNIOR WRC

7.7.1 To score points in the Junior WRC, a Driver must contact the single supplier. Once the Driver and the supplier have signed the agreement for the 2027 Junior WRC season, the supplier shall register the Driver with the FIA no later than 30 days before the start of the first rally in which the Driver wishes to participate, using the application form available on the FIA website. Registration is subject to FIA approval and to the Driver signing and complying with the Driver agreement with the single supplier.

7.7.2 Registration for the Junior WRC Championship may only be made in the name of a Driver. Entries for individual rallies may be made in the name of the Driver, by any Competitor. The registration and participation provisions of Arts. 7.3.1 and 7.3.2 do not apply to the Junior WRC Championship.

7.7.3 To be eligible to participate and score points in the Junior WRC, Drivers must:

a) have been born on or after 1 January 1998 and

b) must not have competed as a Priority 1 (P1) Driver nominated to score Constructors' points in an FIA World Rally Championship event before the first Junior WRC rally of 2027.

7.7.4 To be eligible to score points in Junior WRC for Drivers, the registered Driver must be entered in the rally as the Driver of the car and must personally drive the car on the Special Stages.

7.7.5 A Driver may change Co-Driver during the season, subject to these Regulations. Points already scored remain with the Co-Driver concerned. A Co-Driver may partner with more than one Driver during the Junior WRC season.

7.7.6 The overall winning Driver of the FIA Junior WRC will win a programme of seven (7) events in the 2028 FIA WRC2 Championship with M-Sport Ltd.

7.8 POINTS IN FIA JUNIOR WRC

7.8.1 The Junior WRC titles shall be awarded to the Driver and Co-Driver with the highest respective total points. Points shall be awarded in accordance with Art. 7.3.3, using a separate classification of registered Junior WRC Drivers and their Co-Drivers drawn from the general classification of each qualifying rally.

7.8.2 Only the best four (4) rally classification results of each Driver or Co-Driver shall count towards the final Junior WRC classification. Participation in the final round is compulsory to qualify for the final Championship classification. Art. 7.3.4 applies to a Disqualification from the entire Competition.

7.8.3 Any points awarded to a Driver or Co-Driver who subsequently withdraws from, is excluded from or is suspended from the Junior WRC shall remain allocated to that Driver or Co-Driver and shall not be reallocated to any other crew.

7.8.4 FIA Junior WRC points shall be awarded in accordance with the scale in Art. 3.3.1.

7.8.5 For each Special Stage of a Junior WRC rally, one (1) stage point shall be awarded to the registered Junior WRC Driver and Co-Driver who set the fastest stage time. Subject to Art. 7.8.7, where two or more crews set an equal fastest time, each shall receive one (1) stage point.

7.8.6 A crew allocated a notional time under Art. 51.1 shall not be awarded a stage point. The stage point shall instead be awarded to the Junior WRC crew which records the fastest time having completed the stage normally and correctly. However, no stage point shall be awarded in the event of a tie between two or more crews where one or more of those crews have been allocated a notional time.

7.8.7 No stage points shall be awarded for a Special Stage if more than 50% of the Junior WRC crews have been allocated a notional time on that stage.

7.8.8 A crew which retires permanently, including on the final competition day, shall not be classified but may retain stage points already scored. A crew which re-starts in accordance with Art. 53 may be classified on completion of the rally and retain stage points already scored.

7.8.9 A crew which makes a false start or does not complete a Special Stage correctly shall not score a stage point on that stage.

7.8.10 Stage points may be scored and retained from all five (5) Junior WRC rounds and are not subject to the best four results limitation in Art. 7.8.2.

7.9 FIA JUNIOR WRC CALENDAR

7.9.1 The Junior WRC Championship shall comprise five (5) qualifying rallies in 2027:

Round 1 – Rally Sweden – 18–21 February 2027
Round 2 – Croatia Rally – 8–11 April 2027
Round 3 – Rally d'Italia – 8–11 July 2027
Round 4 – Rally Finland – 29 July–1 August 2027
Round 5 – Rally Scotland – 30 September–3 October 2027

7.9.2 If a qualifying Junior WRC rally is cancelled, a replacement rally may be nominated.

8. DEAD HEAT IN THE CHAMPIONSHIP

The general rule for resolving a dead heat shall be that one first place takes precedence over any number of second places, one second place takes precedence over any number of third places, and so on.

8.1 DRIVERS AND CO-DRIVERS

For drawing up the final and/or provisional classification of a Championship, the rule for deciding between registered Drivers and Co-Drivers who have scored exactly the same points total shall be:

8.1.1 According to the greater number of first places, then second places, then third places, etc., achieved in the final classifications on their respective WRC Championship rallies, counting only those rallies which have served to make up their points total.

8.1.2 According to the greater number of highest places achieved in the final classifications of their respective WRC Championship, taking into account only those rallies in which all the Drivers and/or Co-Drivers involved in the tie have taken part.

8.1.3 In the event of a further tie, the winner will be the Driver and/or Co-Driver with the highest number of points in the final event of the Championship.

8.1.4 In the event of a further tie, the FIA itself will decide the winner and decide between any other tying Drivers and Co-Drivers, based on whatever other considerations it thinks appropriate.

8.2 CONSTRUCTORS

The rule for deciding between registered Constructors that have scored exactly the same points total shall be as follows:

8.2.1 According to the greater number of highest places achieved in the qualifying rounds of the Constructors Championship, taking into account only the highest place of each Constructor per rally.

8.2.2 Should a tie remain, the number of the second-highest places achieved by each Constructor shall be taken into account, followed, if necessary, by the third-highest places, and so on.

8.2.3 In the event of a further tie, the winner will be the Constructor with the highest number of points in the final event of the Championship.

8.2.4 In the event of a further tie, the FIA itself will decide the winner and decide between any other tying Constructor based on whatever other considerations it thinks appropriate, except in the Junior WRC, for which Art. 8.4 shall apply.

8.3 WRC TEAMS

The rule for deciding between registered WRC Teams that have scored exactly the same points total shall be as follows:

8.3.1 According to the greater number of first places, followed by second places, third places and so on, achieved in the final classifications of the rallies nominated by each WRC Team to score points, taking into account only the highest-placed car of each WRC Team in each rally.

8.3.2 Should a tie remain, the second-highest place achieved by each WRC Team shall be taken into account, followed, if necessary, by the third-highest place, and so on.

8.3.3 In the event of a further tie, the FIA itself will decide the winner and decide between any other tying WRC team based on whatever other considerations it thinks appropriate.

8.4 FIA JUNIOR WRC

Ties in the Junior WRC shall first be resolved in accordance with Arts. 8.1.1 to 8.1.3. If a tie remains, the Driver and/or Co-Driver with the fastest time on the final Special Stage of the final Junior WRC rally shall take precedence. If the crews concerned have equal times, or any of them has been allocated a notional time on that stage, the times on the penultimate stage, then the preceding stages in reverse order, shall be considered until the tie is resolved.

9. CRITERIA FOR PRIORITY DRIVERS

9.1 PRIORITY 1 DRIVERS (P1)

Drivers registered in the WRC driving Rally1 cars complying with Arts. 12.1 and 12.4.

9.2 PRIORITY 2 DRIVERS (P2)

Drivers who are registered in the WRC2 Championship.

9.3 PRIORITY 3 DRIVERS (P3)

Drivers who are registered in the WRC3 Championship;

or

Drivers entered in a WRC rally and eligible to score points in the Junior WRC Championship for that rally.

9.4 ROUTE NOTE CARS (RNC)

9.4.1 For sections of a rally run entirely on asphalt, one route note car may be used for each Priority 1 Driver.

Such cars shall:

- Contain no more than 2 persons, with the Driver of the car holding an International Driver's Competition licence.
- Comply with the requirements for reconnaissance cars as in Arts. 35.1 and 35.2.
- Operate the speed control device as used during reconnaissance.
- Respect the speed limit for the Special Stages which will be announced by the Clerk of the Course.
- Operate within a schedule issued by the organisers and run under the authority of the Clerk of the Course.
- Respect the list of route notes exchange points (RNEP) which are issued by the Clerk of the Course.
- Cover no more than one passage of each Special Stage, and always in the direction of the Special Stage. The route note cars may not reverse or drive in the opposite direction of the rally.
- In no way interfere with the schedule of the rally.
- Be used only for their allocated Driver and withdrawn if this Driver retires.

If not the RNC crew, then one team member per Competitor may be present in the RNEP for the sole purpose of handing over the notes to the respective crew(s).

9.4.2 The rally organisation may also run its own route note car to provide advisory route notes for the other Competitors.

9.4.3 Route Note Crews are not allowed to participate in reconnaissance.

10. RALLY CHARACTERISTICS

10.1 RALLY CONFIGURATION

10.1.1 The surfaces of all Special Stages must remain the same during a rally. A super Special Stage may have different road surfaces. However, for the use of limited sections of asphalt on gravel stages or vice versa, a waiver request may be sent to the FIA.

10.1.2 The total distance of the Special Stages shall be between 300 km and 350 km. The target is that at least 25% of the total distance of the itinerary shall be Special Stages.

10.1.3 On the final day of the Rally, only one Special Stage, with a length of between 25 km and 30 km, shall be scheduled to run twice. The second and final running of this Special Stage shall be designated as the Power Stage.

The Stop Control of the Power Stage should be located no more than 15 minutes' road-section travel from the Service Park.

The schedule for the final day of competition shall be coordinated with the Promoter and approved by the FIA.

10.1.4 No one stage or part of a stage may be run more than twice in a rally, Super Special Stages excluded.

10.1.5 SPECIAL STAGE OVERLAP

The choice and timing of the Special Stages must be such that there is no overlap of at least the first 15 cars, scheduled to finish the stage, on any Special Stage and before the start of the next Special Stage at normal intervals.

10.1.6 NUMBER OF SPECIAL STAGES BETWEEN SERVICES

Any itinerary designed to include more than 4 Special Stages or more than 80 km of Special Stage (excluding any Super Special Stage) between two service areas or tyre fitting areas is subject to FIA and Promoter's written approval.

10.2 PROGRAMME FOR THE RALLIES

Other than respecting the following criteria, organisers are encouraged to evolve their own rally characteristics and may devise their own rally programme/itinerary.

10.2.1 The timetable of a rally shall be in the following order:

- Reconnaissance
- Administration (may also take place prior to the start of reconnaissance)
- Scrutineering
- Shakedown
- Opening Ceremony
- Rally concluding with a mandatory 'Power Stage'
- Podium Ceremony

10.2.2 Rallies must start on a Thursday with an Opening Ceremony and/or (Super) Special Stage(s) and have the final stage on a Sunday with a Power Stage.

10.2.3 The competition element of the rally shall include sufficient time for rest during the overnight regroups. Specific requirements are set out in Art. 4.5 of Appendix II.

10.2.4 The podium ceremony shall be held within 1 hour of the arrival of the first car into final service (if applicable).

10.2.5 The reconnaissance schedule shall take place over 2 days.

10.2.6 Any deviation from the requirements laid out in Art. 10 may be permitted only if a justified proposal is submitted at least six months before the rally and is agreed by the Promoter and approved by the FIA.

10.3 PROCEDURE CONCERNING THE CHOICE OF ITINERARY

10.3.1 General

The suitability of the Special Stages to be used in a rally is the sole responsibility of the organiser of the rally, who should avoid roads which may not comply with the FIA regulations and/or recommendations. Safety is of paramount importance when selecting stages. The selection of the rally route should avoid public roads which may include high spectator traffic density.

10.3.2 FIA Inspection

The route of any rally new to the Championship may be inspected by the FIA. Thereafter, the selection of stages in future WRC rounds remains the responsibility of the organiser who may request the FIA to send a safety observer (at the organiser's cost).

Should a rally report comment adversely on the stages of an itinerary, the FIA may require an inspection prior to the next edition of the rally. Such inspection shall be at the organiser's expense.

An FIA inspection report or the inclusion of any stage in a Championship rally in no way guarantees or implies that a stage can be considered safe.

10.3.3 Respect of the Official Itinerary and Sporting Programme

Except in a case of force majeure, the Clerk of the Course must ensure that the itinerary is respected.

No objections made immediately before or during the running of the rally will be taken into consideration unless approved by the FIA Safety delegate.

OFFICIALS

11. OFFICIALS AND DELEGATES

11.1 STEWARDS

The panel of Stewards (the Stewards) shall always comprise three members. The Chair of the panel and one member shall be appointed by the FIA. The third member shall be appointed by the ASN of the country organising the rally. There must be a permanent communication link between the Stewards and the Clerk of the Course. During the running of the rally at least one of the Stewards must be in the vicinity of the rally HQ.

11.2 FIA DELEGATES

The following delegates may be appointed by the FIA and each of them will draw up a report covering their responsibilities at the rally. In the performance of their duties, FIA Delegates must ensure that any alleged breach of the applicable regulations that comes to their attention is reported to the Stewards in accordance with Art. 1.1.5.

11.2.1 FIA Sporting Delegate

The FIA Sporting Delegate shall liaise with the Clerk of the Course and monitor the sporting organisation and management of the rally, as well as the application of the relevant Sporting Regulations and procedures. In this context, he/she may advise the Clerk of the Course on sporting matters.

11.2.2 FIA Technical Delegate

The FIA Technical Delegate will liaise with the Clerk of the Course and will be the chief scrutineer responsible for all technical matters.

11.2.3 FIA Safety Delegate

The FIA Safety Delegate is specifically responsible for monitoring the safety of the public, media and the Drivers. The FIA Safety Delegate has the power to delay the start of a Special Stage by a maximum of 30 minutes if he/she considers that the safety conditions are not satisfactory.

If the safety conditions cannot be met within this time period, or in case that the stage is found not to be implemented as per the submitted final safety dossier (see Art. 20.2.2), and it creates a major hazard in the opinion of the FIA Safety Delegate, the latter will request the Clerk of the Course to cancel the stage.

In the case that the Clerk of the Course decides not to follow the request from the FIA Safety Delegate to cancel the stage, the FIA Safety Delegate may report the matter to the Stewards.

The FIA Safety Delegate reserves the right to report to the Closed Road Commission a serious safety concern which may result in a Yellow Card being awarded to the event.

11.2.4 FIA Media Delegate

The FIA Media Delegate will oversee all the media matters including any pre-rally and post-rally media activities.

11.2.5 FIA Medical Delegate

The FIA Medical Delegate will liaise with the (rally) chief medical officer regarding all medical aspects including any pre-rally briefings.

11.3 COMPETITORS' RELATIONS OFFICER(S) (CRO)

The principal duty of the CRO is to provide information or clarifications in connection with the regulations and the running of the rally to the Competitors and the crews. There must be at least one CRO at each rally who must be easily identifiable by the Competitors and crews.

ELIGIBLE CARS

12. CARS ELIGIBLE TO ENTER WRC RALLIES

12.1 REQUIREMENTS FOR RALLY1 CARS

The Homologating Constructor shall be responsible for the homologation of the Rally1 car. Homologation may be completed only after a Competitor Constructor intending to compete with that car has registered for the current FIA World Rally Championship for Constructors.

Registration and participation by that Competitor Constructor shall count towards the Championship registration and participation requirements applicable to the Homologating Constructor for homologation purposes.

12.2 REQUIREMENTS FOR CARS TO PARTICIPATE IN THE FIA WRC2 CHAMPIONSHIP AND/OR WRC3 CHAMPIONSHIP

All cars must comply with the 2027 FIA Appendix J regulations for

WRC2
- Group Rally2 cars (complying with Art. 261)
- For Drivers entered with a Rally2 car complying with 2027 Appendix J, Art. 261, it will be possible to use the old part after applying a joker (except reliability and safety jokers).

WRC3
- Group Rally3 cars (complying with Art. 260)

12.3 NATIONAL CARS

12.3.1 Cars homologated or approved by the ASN of the organising country will be permitted to take part in WRC events if stipulated in the Supplementary Regulations, without eligibility to score Championship points.

12.3.2 National cars may not appear in the FIA classes defined in Art. 12.4. They may be grouped in a 'NAT' class or retain the national classes of the host ASN.

12.3.3 These cars:

- must hold a technical passport issued by an ASN.
- must be approved by the FIA, after the Competitor has submitted the online national car acceptance form no later than two weeks before the closing of entries for the event.
- must comply with the safety requirements as stipulated in Appendix J, Art. 253. However, two-wheel drive cars with a weight/power ratio of at least 6 kg/hp may also comply with the safety requirements of Appendix J Art. 260B (Option nr. 2: original non-metallic tank only). All provisions mentioned in Art. 260B and applying to Option nr. 2 are mandatory fuel lines, fuel tank protections, protections of the filler neck.

The acceptance of a car by the FIA may be conditional upon the adjustment of the weight and/or the air restrictor diameter, to maintain a weight/power ratio similar to that of FIA-homologated cars. All the characteristics indicated on the acceptance form must be respected during the event.

The weight to be considered is without crew and their equipment, and a maximum of one spare wheel.

12.3.4 These cars must comply with all other applicable provisions and procedures stipulated in the present Regulations (e.g. tyres, barcodes, fuel, restart regulations etc.).

12.3.5 Drivers entered in the national class shall always use a different entry form.

12.4 CLASSES OF CARS

Classes	Groups	
RC1	Rally1	Rally1 Cars complying with 2027 Appendix J Art. 262 Rally1 Cars complying with 2027 Appendix J Art. 261A
RC2	Rally2	Group Rally2 cars conforming to the 2027 Appendix J, Art. 261.
RGT	RGT	Group RGT cars conforming to the 2027 Appendix J, Art. 256
RC3	Rally3	- Group Rally3 cars conforming to the 2027 Appendix J, Art. 260
RC4	Rally4 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1333cc)	- Group Rally4 cars homologated from 01/01/2019 and conforming to the 2027 Appendix J, Art. 260 - Group R2 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260

RC5	Rally5 (atmo up to 1600cc and turbo up to 1333cc)	- Group Rally5 cars homologated from 01/01/19 and conforming to the 2027 Appendix J, Art. 260
	Rally5-Kit (atmo or turbo up to 1600cc)	- Group Rally5-Kit cars homologated from 01/01/2024 and conforming to the 2027 Appendix J, Art. 260B

12.5 REQUIREMENTS FOR CARS TO PARTICIPATE IN FIA JUNIOR WRC

12.5.1 The sole eligible car is the Ford Fiesta Rally3, homologation number A 5782, prepared exclusively, provided and delivered to each qualifying rally by M-Sport Poland Sp. z o.o. The car shall comply with Appendix J, FIA safety requirements and the specific Junior WRC provisions of these Regulations.

12.5.2 The car shall always conform to these Regulations and to the specification sheet issued by M-Sport Poland Sp. z o.o., signed by its representative and provided to the FIA Technical Delegate at scrutineering for each qualifying rally.

12.5.3 Any change to the supplied car, including the removal or addition of parts or any other modification, is forbidden unless expressly authorised.

TYRES AND WHEELS

13. GENERAL

13.1 FOR ALL TYPES OF CARS AND ALL COMPETITORS

13.1.1 Compliance

All tyres must comply with this article, read in conjunction with Appendix V.

13.1.2 Moulded tyres

All cars must be fitted with moulded tyres. Hand cutting or modification of the specified tread pattern is not permitted.

Only marked tyres may be used on Special Stages.

13.1.3 Treatment of tyres

Any chemical and/or mechanical treatment of tyres is prohibited.

At any time, any device for heating the tyres and/or the rims above 35°C is prohibited.

The heating of brake discs, whether by rotating them while the car is stationary in its service bay, by placing them in an oven or by any other means, is prohibited. This includes any method of heating the brake discs that results in the tyres being heated.

Whether fitted on rims or not, keeping tyres in an artificially heated environment below 35°C is allowed.

13.1.4 Barcode number

Each tyre must have either:

- Two identical moulded barcode numbers (one on each side of the tyre / each barcode having a different colour as defined by the FIA) supplied by the FIA-approved barcode supplier (FIA Technical List 54), or:
- A single moulded barcode number supplied by the FIA-approved barcode supplier.

These barcodes will be used to check that the same tyres remain fitted to a particular car between tyre changes and that Competitors are not exceeding the maximum quantities allowed. The tyre barcode must always be visible from outside the car.

For Junior WRC Competitors, the tyre supplier shall send the complete list of tyre barcodes to the FIA Technical Delegate before pre-rally scrutineering for each rally.

13.1.5 Tyre quantities

All Drivers may use only the maximum quantity of tyres detailed in the rally Supplementary Regulations. All tyres fitted on the car or installed in the car are included in the overall quantity.

13.1.6 Devices for maintaining full tyre performance

The use of any device for maintaining the full performance of the tyre with an internal pressure equal to or less than atmospheric pressure is forbidden. The interior of the tyre (the space between the rim and the internal part of the tyre) must be filled only with air.

The air must be naturally occurring standard air collected from the earth's atmosphere without any modification to its composition. The use of dryer units on compressors is allowed to reduce only the moisture content.

The use of all artificially purified bottled gases is forbidden, except for the sole purpose of adjusting the pressure by using canisters carried inside the car, used by the crew members outside of the Service Park but inside of the official itinerary up to a maximum of 250 grams (maximum total weight of the content of the canisters) per section.

13.1.7 Tyre fitting

The maximum pressure for fitting the tyre onto the rim is 8 bar at 20°C; this pressure must allow the tyre to stick to the outer walls of the rim.

13.1.8 Tarmac tyre

At all times during the event, the tread depth of the tarmac tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks.

13.1.9 Super Special Stage Tyres Condition (SSS1 Only)

When a rally starts with a Super Special Stage it is not permitted to 'scrub' tyres for this stage. Any excessive wear identified by the Scrutineers will be reported to the Stewards.

13.2 ALL COMPETITORS ENTERED WITH A 4WD CAR

13.2.1 For all types of tyres

Type of tyres to be used:

- Tyres must be supplied by the FIA-nominated tyre company.
- Only tyres approved by the FIA may be used.
- If tyres are purchased before the rally, such tyres must be presented to the supplier before pre-rally scrutineering for barcode and RFID checking.
- The tyre must be equipped with a specific permanent RFID Tag approved by the FIA and integrated in the tyre during the production process, before moulding and before the vulcanisation of the tyre itself.
- Only the types of tyres specified in the rally Supplementary Regulations are allowed.
- Competitors must order or obtain their tyres from the tyre company no later than 4 weeks prior to a rally held in Europe and 10 weeks before the other rallies.

P1 Drivers:

- Prior to scrutineering at each rally, the tyre company will provide the FIA with a list of barcodes based on which there will be a random procedure (lottery) for the selection of the tyres, overseen by the FIA.
- A Driver may only use a tyre that has been registered for his car.

13.2.2 Tarmac tyre (dry and wet)

Dry tyres

Type of tyres that may be used:

- One specification of tyre being of the same pattern, supplied in two compounds at each applicable rally.
- Tyres available: The quantity of 2nd choice compound tyres will not be more than 80% of the total quantity of tyres.

Homologation:

- Tarmac tyres must comply with Appendix V and be homologated by the FIA for WRC cars.

Wet tyres

Type of tyres that may be used:

- One specification of tyre only.
- Wet tarmac tyres must comply with Appendix V and be homologated by the FIA for WRC cars.

13.2.3 Tarmac tyre (snow / non-studded)

For the Monte Carlo Rally only, an 8"x18" snow type tyre will be permitted for Rally1 and Rally2 cars and a 7"x17" snow type tyre will be permitted for Rally3 cars.

13.2.4 Tarmac tyre (snow / studded)
For the Monte Carlo Rally only, an 8”x18” snow type studded tyre will be permitted for Rally1 and Rally2 cars and a 7”x17” snow type studded tyre will be permitted for Rally3 cars.

If studded tyres are permitted in a rally, studs must comply with WRC Appendix V, Section C.

13.2.5 Gravel tyre
Type of tyres that may be used:

- Two (2) types of tyres shall be nominated by the FIA for use throughout each rally.
- The tyre package for the rally including Shakedown (first choice & alternative choice) will be provided in the Supplementary Regulations or Bulletins.

13.2.6 Snow tyre (gravel)
- One specification of tyre in one compound suitable for mounting on a 7”x15” rim.
- Stud details must be given in the rally Supplementary Regulations.
- If studded tyres are permitted in a rally, studs must comply with WRC Appendix V, Section C.

13.3 DRIVERS ENTERED WITH A 2WD CAR

13.3.1 For all types of tyres
Type of tyres to be used:

- At pre-rally scrutineering, the tyre manufacturer will be recorded by the FIA.
- For a given rally, all tyres used by these Drivers must come from the same tyre supplier.

13.3.2 Tarmac tyre (dry and wet)
Homologation:
Tarmac tyres must comply with Appendix V and be homologated by the FIA (see list published on FIA Website).

13.3.3 Tarmac tyre (snow)
If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the Supplementary Regulations.

13.3.4 Gravel tyre
Free gravel tread pattern.

13.3.5 Snow tyre (gravel)
If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the Supplementary Regulations.

13.4 DRIVERS ENTERED WITH RGT CARS

13.4.1 For all types of tyres
Type of tyres to be used:

- Make of tyres: free

13.4.2 Tarmac tyre (dry and wet)
Homologation:
For asphalt tyres, RGT Cars Drivers may continue to use the previously homologated specifications for one additional year (please refer to the list of eligible asphalt tyres published on the FIA website).

13.4.3 Tarmac tyre (snow)
If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the Supplementary Regulations.

13.4.4 Gravel tyre
Free gravel tread pattern.

13.4.5 Snow tyre (gravel)
If studded tyres are permitted in a rally, the regulations on studs and the method of checking them must be stated in the Supplementary Regulations.

13.5 CONTROL
At any time during the rally, controls may be carried out to check the conformity of the tyres.

13.6 TYRE MARKING AND TYRE CONTROL ZONES
A wheel/tyre marking and barcode / RFID reading zones shall be established at the exit of the Service Parks or TFAs, TEAs or RSAs. For Shakedown, the tyre marking zones shall be situated within the Technical Zone

between the time control and the Shakedown start. For the sole purpose of assisting the tyre marking/barcode / RFID reading procedure and except for Shakedown, one team member for each crew may access this area.

13.7 ROAD SECTIONS

Non-registered pattern tyres from the nominated tyre manufacturer may be used on road sections.

13.8 TYRE PRESSURE ADJUSTMENT

The adjustment of tyre pressure is permitted:

- When the waiting time between a TC preceding a Special Stage and the start of that stage is more than 13 minutes for any crew.
- In regroups when not followed by a road section before a Special Stage, super Special Stage or "Power Stage".

13.9 SPARE WHEELS

Cars may carry a maximum of two spare wheels. If stipulated in the Appendix J for the concerned group, cars must carry at least one spare wheel.

Any wheel fitted on the car or installed inside the car during servicing must reach the next Service Park or the next area where a tyre change is authorised. No wheel may be loaded on or taken off the car elsewhere than in the Service Parks or the areas where a tyre change is authorised.

13.9.1 TYRE SUPPLIERS AT SPECIAL STAGE STOP POINT

The presence of representatives of the FIA-designated tyre supplier is authorised at the stop point of the Special Stages. At that point, visual and temperature checks may be carried out and the data relating to the company's products collected.

14. TYRE SUPPLY

14.1 NOMINATED TYRE COMPANIES

14.1.1 For 2027, the name and address of the tyre company is:

Hankook Tyre &Technology Co. Ltd**.**
Bundang-gu, Seongnam-si, Gyeonggi-do
13494,Korea
HTTPS://WWW.HANKOOKTIRE.COM/GLOBAL/EN/HOME.HTML

Contact persons:
Manfred Sandbichler
Tel. +49 15116222126
Email: RACING@HANKOOKN.COM

Steven Cho,
Tel. +821020032787
Email: steven@hankook-competition.com

15. TYRE QUANTITIES

15.1 TYRE QUANTITIES FOR 2027

The quantities of new tyres for use at each Championship event shall be detailed in the rally Supplementary Regulations and be based on the following:

- A maximum of 7 tyre change opportunities are permitted on any one rally, excluding tyre exchanges at a Tyre Exchange Area (TEA).
- The maximum quantity of tyres allowed on each rally (including Shakedown) will be calculated as follows: 30 tyres for Rally1, 26 for all others unless stated otherwise in the Supplementary Regulations following consultation between the FIA and the appointed tyre suppliers.

16. MECHANICAL COMPONENTS

After pre-rally scrutineering, any change of sealed component (see below) must be notified by the Competitor to the following e-mail: wrc-technical@fia.com. This notification must be received prior to the change of part.

16.1 ENGINE REPLACEMENT

Arts. 16.1.1 and 16.1.2 shall apply to all Competitors, except for Rally1 cars entered by a Constructor and nominated to score Constructors' points.

16.1.1 In the case of engine failure between the end of pre-rally scrutineering and TC0 it is permitted to replace the engine. In this case, it is obligatory to inform the FIA Technical Delegate who will seal the new engine before its use.

16.1.2 The change of an engine after the start of the competition element of the rally is permitted only with the prior consent of the FIA Technical Delegate. After such engine change, a 60-minute time penalty shall be applied, and the Competitor and the crew will not be eligible to score points in any of the FIA Championships or cups in that rally.

16.1.3 Except as provided above, the same engine block and bodyshell must be used from passing scrutineering until the finish of the rally.

16.2 TURBOCHARGERS

16.2.1 The regulations in force concerning the air restrictor and marking remain applicable (see Appendix J).

16.2.2 The turbocharger fitted to the car and one spare compressor will be checked and sealed at pre-rally scrutineering.

16.2.3 The turbocharger will be assigned to the car's number for use exclusively on that car.

16.2.4 All used turbochargers must remain sealed from pre-rally scrutineering until the end of the rally in order that scrutineers may check their conformity.

16.2.5 The above rules are also compulsory for all cars whose compressors are not equipped with an air restrictor. In this case, the turbocharger will be marked only for the purpose of counting them.

16.2.6 For Rally1 (Appendix J Art. 261A) and Rally2 cars, the homologated FIA boost control system (pop-off valve, see FIA Technical List n°43) must be checked and sealed (as per Arts. 261 and 261A from Appendix J) at pre-event scrutineering. It must remain sealed until the end of the rally except with approval from the FIA Technical Delegate.

16.3 TRANSMISSIONS

16.3.1 For each car of the FIA priority Drivers, one spare gearbox and one set of spare differentials (front and/or centre and/or rear) may be used in each rally.

16.3.2 These spare components and those fitted to the car will be marked/sealed at initial scrutineering. The application of this rule to other cars entered is left to the discretion of the organisers in agreement with the FIA.

16.3.3 The marking/sealing will permit the Competitor to replace the clutch and associated accessories.

16.3.4 All the components will be identified by a specific seal number.

16.3.5 All marking/sealing will be carried out in accordance with the details published by the FIA for the different models of car.

16.3.6 The gearboxes and differentials may be changed in any Service Park.

16.3.7 On condition that the seals and markings of a dismounted gearbox/differential(s) remain intact, the parts may be re-used on the same car.

16.3.8 The marking/sealing must remain intact from pre-rally scrutineering until the end of the rally. The scrutineers may check the marking/seals at any time and at the end of the rally may disassemble the parts to check their conformity.

16.4 FIA JUNIOR WRC MARKING AND SEALING

16.4.1 For each Junior WRC car, the engine block, turbocharger and gearbox fitted to the car shall be sealed at pre-rally scrutineering in accordance with the latest dedicated sealing form. The limits of one spare turbocharger and one spare gearbox, and the relevant marking and sealing requirements, are governed by Arts. 16.2 and 16.3. The FIA may require other parts to be sealed or marked.

16.4.2 For Junior WRC cars, a spare transmission may be allocated to a specific competition number at the time of fitment, provided that the FIA Technical Delegate is informed beforehand. Once allocated, that transmission may not be used on another car.

17. MECHANICAL COMPONENTS –CONSTRUCTORS' CARS NOMINATED FOR SCORING CONSTRUCTORS' POINTS

After pre-rally scrutineering, any change of sealed component (see below) must be notified by the Competitor to the following e-mail: wrc-technical@fia.com. This notification must be received prior to the change of part.

Relation between CAR NAME and COMPETITION NUMBER:

Prior to the publication of the entry list of each rally, competition numbers must be assigned to a specific car name by Constructors according to the following table:

CAR NAME	COMPETITION NUMBER
CAR A	
CAR B	
CAR C	

This information must be provided to the FIA Technical Delegate.

17.1 LIMITATION OF THE NUMBER OF ENGINES

17.1.1 Each Constructor must use no more than 5 engines per car name per season (see also Arts. 17.2.2 and 17.2.3).

17.1.2 Each engine will be assigned to a specific car name.

17.1.3 In the case of engine failure between the end of pre-rally scrutineering (see scrutineering schedule) and the end of the Rally, it is permitted to replace the damaged engine provided that the number of engines authorised in Art. 17.1.1 is not exceeded.

17.1.4 At any one time, no more than 3 engines may be sealed per car name.

17.2 SEALING OF THE ENGINE

17.2.1 The engine of each car entered by a Constructor for the purpose of scoring points will be sealed at scrutineering at its first rally. Unless otherwise specified by the FIA Technical Delegate, it must remain sealed until the end of the last rally of the season and beyond if so instructed by the Stewards of the last Championship rally.

17.2.2 If a Constructor has used the engines given in Art 17.1.1 and/or the seals are found to be destroyed without the written approval of the FIA Technical Delegate, a 5-minute penalty will be imposed by the Stewards.

17.2.3 When a car does not finish the Power Stage, an extra engine per car name may be allowed without incurring a penalty. No more than one extra engine per car name and per season may be sealed without incurring any penalty.

17.2.4 When an extra engine is used, the engine which was fitted on a retired car (car name) may not be used any further during the season.

17.2.5 A complete check of any engine so sealed during the season may be carried out at any time during the season or after the last Championship rally upon the instruction of the FIA Technical Delegate.

17.3 CHASSIS REPLACEMENT

The same chassis must be used from passing scrutineering until the finish of the rally.

17.4 RESTRICTIONS ON CHASSIS

17.4.1 For cars entered by Constructors for the purpose of scoring points in the Constructors' Championship, the use of chassis per season (testing not included) without incurring a penalty will be limited to 9 chassis for each Constructor.

17.4.2 Should the maximum number of chassis be exceeded, a time penalty of 5 minutes will be imposed when each additional chassis is first used.

17.5 STEERING RACK

For each car entered by a Constructor for the purpose of scoring points, one steering rack fitted on the car and one spare steering rack will be sealed before each rally.

Those steering racks may be used on each car nominated to score Constructor points and must remain sealed until the end of the rally.

17.6 SHOCK ABSORBER AND MCPHERSON STRUT (CONSTRUCTORS ONLY)

For each Constructor, three (3) sets of shock absorbers (including McPherson strut if applicable) per car for the purpose of scoring points will be sealed before each rally.

The shock absorber itself will be sealed so that it is not possible to open it.

17.7 SPARE PARTS INSTALLED INSIDE RALLY CARS

For each Rally1 car:

- Any spare part installed inside a rally car must be declared to the FIA Technical Delegate at pre-rally scrutineering. A detailed list (including photos) must be provided by e-mail (wrc-technical@fia.com).
- This list may be modified during the rally, but any change must be notified to the FIA Technical Delegate by e-mail while the car is located at the Service Park.
- Parts listed for a specific car may not be used for another car.
- Any spare part installed inside the car during servicing must reach the next Service Park. No additional spare part may be loaded on or taken off the car elsewhere than in the Service Parks.

18. ADDITIONAL CAR REQUIREMENTS

18.1 ON-BOARD CAMERAS

18.1.1 If required by the Promoter, a Competitor must carry an on-board camera and/or other recording device. This will be fitted by the supplier of the recording device and must be approved by the scrutineers.

The Competitor shall follow all reasonable instructions to facilitate installation and shall provide power to the recording device as specified in Appendix XI.

18.1.2 The Competitor of any car which carries an on-board camera must have the prior agreement of the Promoter. Authorised cameras will be identified by an adhesive decal and must be mounted in the car at the time of scrutineering. The on-board camera system as fitted must be approved by the scrutineers.

18.1.3 Competitors wishing to use a camera must supply the following information to the Promoter (accreditation@wrc.com) at least one week before the start of reconnaissance: Competitor's name, car number, Competitor's address. Unless otherwise approved, all footage is for personal use and must not be distributed or communicated via any method.

18.1.4 Maintenance: With the prior consent of the Competitor, the Clerk of the Course may authorise the official TV company

- to enter the overnight Parc Fermé to maintain the on-board cameras on condition that they are accompanied by a rally scrutineer.
- to remove or install on-board cameras in the service bay before the start of the flexi-service.

18.1.5 The mountings of the cameras and recorders must be able to withstand a deceleration of 25 g. Cameras must not be fitted between and/or on the side of Driver or Co-Driver seats.

18.1.6 Any interference with the system(s) during the rally is forbidden.

18.1.7 The FIA officials may recover and use the footage of the Promoters' cameras and the Competitors' cameras at any time.

18.2 FIA SAFETY TRACKING DEVICE

All cars must be fitted with an FIA-recognised Safety Tracking Device which has been previously tested satisfactorily in the cars of the registered Constructors. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each organiser. Any interference with the system(s) during the rally will result in the Competitor being reported to the Stewards.

18.2.1 Maintenance: With the prior consent of the Competitor, the Clerk of the Course may authorise the FIA timing and tracking supplier to access rally cars at a regroup or in the overnight Parc Fermé to maintain the tracking unit and antennas on condition that they are accompanied by a rally scrutineer and one team member / crew (optional).

18.3 TRANSMISSION OF DATA / COMMUNICATION

18.3.1 Transmission of data or information regarding performance and/or timing between a team and a competing vehicle by radio, telephone or any other means whether displayed within or outside the view of the crew, is only forbidden when the car is in motion on Special Stages.

18.3.2 All information or communication from or to the crews will be monitored and recorded and may be used as evidence for a possible penalty such as exclusion from the Championship.

18.3.3 The transmission of ECU data is permitted only while the car is parked in a secure area on a Special Stage or on a Road Section. Such transmission may be carried out only by means of a device that is not communicating with the car's electronic system and must use a commercially available public communications network. Only its power supply may be connected to the car.

18.3.4 Arts. 18.3.1 and 18.3.2 do not apply in cases where such transmission of data between a team and a competing vehicle or communication to/from the crew is performed through the Promoter for non-sporting purposes (e.g. broadcast) and controlled and administered by the FIA.

18.4 PERFORMANCE MONITORING

The FIA may, at any time and at its discretion, impose any technical and/or sporting measures deemed necessary to achieve the objective of differentiating the performance of the different classes of cars.

STANDARD DOCUMENTS AND FIA VISA

19. GENERAL

19.1 FIA STANDARD DOCUMENTS

The format and procedure of the following documents as in Appendix II must be followed:

- Supplementary regulations (electronic)
- Bulletins (electronic format)
- Rally Guide 1 & 2 (electronic format)
- Itinerary (electronic format)
- Road Book (electronic and printed format)
- Time card (printed format)
- FIA standard entry form (electronic format)
- Entry lists (electronic format)
- Start lists and results at the rally (electronic format)
- Media Safety Book (electronic)

Official documents such as provisional and final classifications and results, Bulletins, decisions, etc. must be published on a digital notice board (DNB), along with the time of publication. Documents which are published electronically shall not be amended once published on the organisers' website unless all Competitors and officials are informed and the amendments are highlighted. Any documents which require FIA approval prior to publication shall not be amended without approval from the FIA.

19.2 ROAD BOOK / ITINERARY

19.2.1 All crews will receive a road book containing a detailed description of the compulsory itinerary which must be followed. The compulsory itinerary of the rally is defined in the Road Book by the road direction diagrams and, between the road direction diagrams, by the defined roadway with a strong recommendation for distances to be measured using the same tripmeter used by the supplier of the timing and tracking service.

19.2.2 Furthermore, on the Special Stages the organisers may erect barriers or any other hindrances where they believe Competitors have deviated from the roadway during reconnaissance or the first running of the stages. All modifications made must be informed to all Competitors and crews before the start of the concerned Special Stage.

19.3 TIME CARDS

19.3.1 Each crew is responsible for:

- Its time card.
- Submitting the time card at the controls and for the accuracy of the entries.
- Any entries made on the time card.

19.3.2 The appropriate marshal is the only person allowed to make entries on the time card, except for the sections marked “for Competitor’s use”.

19.3.3 In case of the absence of a mark or signature from any control, the absence of a time entry at a time control, or the failure to hand in the time card at each control, the Clerk of the Course may, in an exceptional case, carry out an inquiry, using the electronic recordings (GPS), the official documents and/or any other resources available to him/her. If he/she finds that the crew concerned has nevertheless passed the control correctly, apart from as above mentioned, he/she will apply 1-minute penalty in addition to any penalty in accordance with Art. 43.2.10. Otherwise, the crew concerned will be considered to have retired at that control. This information will be notified by the Clerk of the Course to the Competitor concerned at the end of the respective section, but latest at the section before the next overnight regroup.

Alternatively, in case of uncertainty on the circumstances, the Clerk of the Course will report the case to the Stewards for their consideration.

19.3.4 Any divergence between the times entered on the crew’s time card and those entered on the official documents of the rally will form the subject of an inquiry by the Clerk of the Course.

20. ISSUING OF AN FIA VISA

Before issuing a visa, the FIA will evaluate the following documents:

20.1 ITINERARY

20.1.1 The organiser is required to provide the FIA and the Promoter with the following information via email or an online database nominated by the FIA or the Promoter, at least six months before the start of the rally:

- a draft itinerary in Excel and PDF format
- Stage maps in PDF and KMZ format
- Maps of Service Park location, Opening Ceremony, Podium Ceremony and Tyre Fitting Areas/Remote Service Areas

The FIA and Promoter will provide feedback to the organiser within two weeks for the creation of a final version, which will then be coordinated with comments from the Registered Constructors, Timing and tracking supplier and Tyre and Fuel suppliers.

A final draft must then be submitted to the FIA and the Promoter for approval at least 5 months before the start of the rally. No public announcement of the rally itinerary may be made before FIA and Promoter have approved it for its use.

20.1.2 New Special Stages (including those run in the opposite direction) are to be identified.

20.1.3 New Special Stages are to be described from the point of view of safety.

20.1.4 The deadline for any comments or major modifications is 2 weeks after submission to the FIA.

20.2 SAFETY DOSSIER

20.2.1 An electronic draft safety dossier must be submitted to the FIA Safety Department by e-mail to rally.safety@fia.com, as well as to the FIA Medical Delegate (wrc.medicaldelegate@fia.com) and the FIA Safety Delegate (nklinger@fia.com), at least 12 weeks before the start of the rally.

This draft shall follow Appendix H of the International Sporting Code and shall include at least:

- Complete rally itinerary
- Precise detail of the areas admitted and prohibited to the public on the Special Stages
- Precise detail and location of any chicanes and artificial jumps to be included on the route of the rally
- Location of any marshal along the stages

- Location of any hazard protection for Competitor safety
- A proposed date and time for a pre-rally medical briefing, a safety team briefing, a media safety briefing and a pre-rally extrication training exercise
- Any special safety plans made for stages run in darkness
- Safety caravan time schedule
- Safety caravan crew member details

The FIA will endeavour to provide comments within the following 4 weeks.

20.2.2 The final safety dossier for the rally must comply with the Appendix H of the ISC and must be electronically sent to the FIA Safety Department (rally.safety@fia.com) at least 2 weeks before the event.

A hard copy must be provided to the Stewards, the FIA Medical Delegate and the FIA Safety Delegate for the event.

Any further modification to this final safety dossier concerning Competitor safety and applied in coordination with or following a recommendation by the FIA Safety Delegate must be reported to the Stewards. A communication must be issued in case of modifications which concern Competitors' safety and these modifications were not visible already during the reconnaissance.

In any event, the safety dossier and its implementation always remain the sole responsibility of the organiser.

20.3 MEDICAL QUESTIONNAIRE

20.3.1 2 months before the start of the rally, a fully completed FIA medical questionnaire must be sent to the FIA. Any change of receiving hospital(s) less than 2 months prior to the rally must be notified to the FIA.

20.3.2 No less than 21 days prior to the rally, the Chief Medical Officer must write to the hospitals selected requesting that the emergency services be placed on standby and must receive a written reply.

20.3.3 For candidate rallies, preliminary inspection requirements by the FIA Medical Delegate of the rally medical services and selected hospitals are detailed in Appendix H to the ISC – Supplement 8.

20.4 SUPPLEMENTARY REGULATIONS

See Appendix II – 1.

20.5 ENVIRONMENTAL ACCREDITATION

20.5.1 All WRC and WRC Candidate rally organisers, and WRC Constructors must follow the FIA Environmental Accreditation Programme which can be found at HTTPS://WWW.FIA.COM/ENVIRONMENTAL-ACCREDITATION-PROGRAMME.

20.5.2 The top level of accreditation, Three-Star will be mandatory for organisers and WRC Constructors to be part of the World Rally Championship.

20.6 EVENT ORGANISER INSURANCE QUESTIONNAIRE

Each organiser must complete and return the insurance questionnaire provided by the FIA and insurance documentation translated in English at least 4 months prior to the start of the rally. Failure to do so could delay the visa.

INSURANCE

21. INSURANCE COVER

21.1 DESCRIPTION OF INSURANCE COVER

The Supplementary Regulations must give details concerning insurance cover taken out by the organisers. The certificate shall name the Competitors, the Promoter, the FIA and the officials of the rally (description of the risks and sums covered).

21.2 PUBLIC LIABILITY COVER

21.2.1 The insurance premium which must be included in the entry fee must guarantee adequate Public Liability Insurance cover in respect of accidental personal injury or property damage to third parties. A total minimum of €25 million Public Liability Insurance cover for each and every occurrence and not aggregated is required subject to any applicable national law exemptions. If an applicable national law exemption is to be relied upon then a statement from a qualified lawyer with justification for the exemption in the territory should be included in the document submissions.

21.2.2 Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a Competitor or any other person or legal entity taking part in the rally.

21.2.3 The insurance cover must at least be in effect during the Shakedown and then, for Competitors running within the itinerary of the rally, from the start of the competition element until the end of the rally or at the moment of permanent retirement or disqualification. Cars having retired and re-started shall not be considered to have permanently retired.

21.3 EXCLUSION OF COVER

The service vehicles and cars used for reconnaissance, even those bearing special plates issued by the organisers, are not covered by the insurance policy of the rally.

ENTRIES

22. ENTRY PROCEDURE

22.1 SUBMISSION OF ENTRY FORMS

Any FIA competition licence-holder wishing to take part in a rally must send the due entry fee and the completed entry form to the rally secretariat before the closing date, as specified in the Supplementary Regulations.

22.2 AMENDMENTS ON THE ENTRY FORM

A Competitor may freely replace the car declared on the entry form with another from the same class, up to the moment of scrutineering.

22.3 ASN AUTHORISATIONS

Foreign Competitors, Drivers and Co-Drivers must present an authorisation according to Art. 3.9.4 of the Code.

22.4 CHANGE OF COMPETITOR AND/OR CREW MEMBER(S)

A change of Competitor is permitted up to the close of entries.

After the close of entries, one member of the crew may be replaced with the agreement of:

- the organisers, before the start of the administrative checks.
- the Stewards, after the commencement of these checks and before the publication of the Start List for Section 1.

Only the FIA may authorise the replacement of both crew members or the Competitor after the close of entries.

22.5 COMPETITORS' AND CREW MEMBERS' UNDERTAKINGS

By the very fact of signing the entry form, the Competitor and the crew submit themselves to the sporting jurisdictions specified in the Code and its appendices, these Regulations and the Supplementary Regulations of the rally.

23. ENTRY CLOSING DATES

23.1 RESPECT OF CLOSING DATES FOR ENTRIES

Closing dates for entries in each individual rally must be respected, irrespective of the Championship registration deadlines.

23.2 ENTRY CLOSING DATES

The standard closing date for entries shall be 4 weeks before the beginning of reconnaissance.

24. ENTRY FEES

24.1 PUBLICATION OF ENTRY FEES

24.1.1 Entry fees must be specified in the Supplementary Regulations.

24.1.2 Reference to Appendix VI of these Regulations shall be made for priority Drivers.

24.2 ACCEPTANCE OF ENTRY FORM

An entry application will be accepted only if accompanied by the total entry fees or by a receipt issued by the Competitor's ASN.

24.3 REFUND OF ENTRY

Entry fees will be refunded in full:

- To candidates whose entry has not been accepted.
- In the case of the rally not taking place.

24.4 PARTIAL REFUND OF ENTRY

Entry fees may be partially refunded following such conditions as provided for in the Supplementary Regulations.

25. CHANGE OF CLASS ENTERED

At the time of scrutineering, if a car as presented does not correspond to the group and/or class in which it was entered, the Stewards may transfer it to the appropriate group and/or class recommended by the FIA Technical Delegate.

CAR IDENTIFICATION AND ADVERTISING

26. SEASONALLY ALLOCATED COMPETITION NUMBERS

26.1 CONSTRUCTORS

P1 Drivers may request a specific number provided that the application is endorsed by the FIA and the Promoter. Number 1 may only be chosen by the World Champion Driver of the previous season. Requested numbers may not be greater than 99.

26.2 OTHER DRIVERS

Competition numbers shall be allocated rally by rally, according to the provisional classification of the Championships concerned.

27. COMPETITION NUMBERS

27.1 GENERAL

27.1.1 The organiser will provide each crew with number identification, which must be affixed to their car in the stated positions prior to scrutineering.

27.1.2 Any advertising within this identification is obligatory and may not be refused by the Competitors. No modifications to these panels are allowed.

27.2 FRONT DOOR PANELS

27.2.1 Two front door panels measuring 67 cm wide by 17 cm high including a 1 cm white surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm. The remainder of this door panel is reserved for the organiser.

27.2.2 Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window.

27.2.3 No signage, other than the colour scheme of the car or the Championship identification referred to in Art. 29.5.1, shall be placed within 10 cm of this panel.

27.3 REAR WINDOW

One rear window panel measuring a maximum of 30 cm wide and 10 cm high shall be positioned at the bottom in the centre of the rear window. An adjacent area of 15 cm x 15 cm shall contain a fluorescent orange (PMS 804) 14 cm high competition number on a clear background. This number may be reflective and must be visible from the rear at eye level.

27.4 SIDE WINDOWS

Two numbers for each rear side window which shall be 20 cm high with a stroke width of 25 mm, coloured fluorescent orange (PMS 804), and may be reflective. These numbers shall be placed on the rear side windows adjacent to the crew's name.

27.5 ROOF PANEL

27.5.1 One roof panel, 50 cm wide by 52 cm high, to be placed on the roof with the top towards the front of the car. A matt black competition number, 5 cm wide by 28 cm high, will be displayed on a matt white background 50 cm wide by 38 cm high.

27.5.2 Any organiser advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the numbers.

27.6 FRONT PLATE

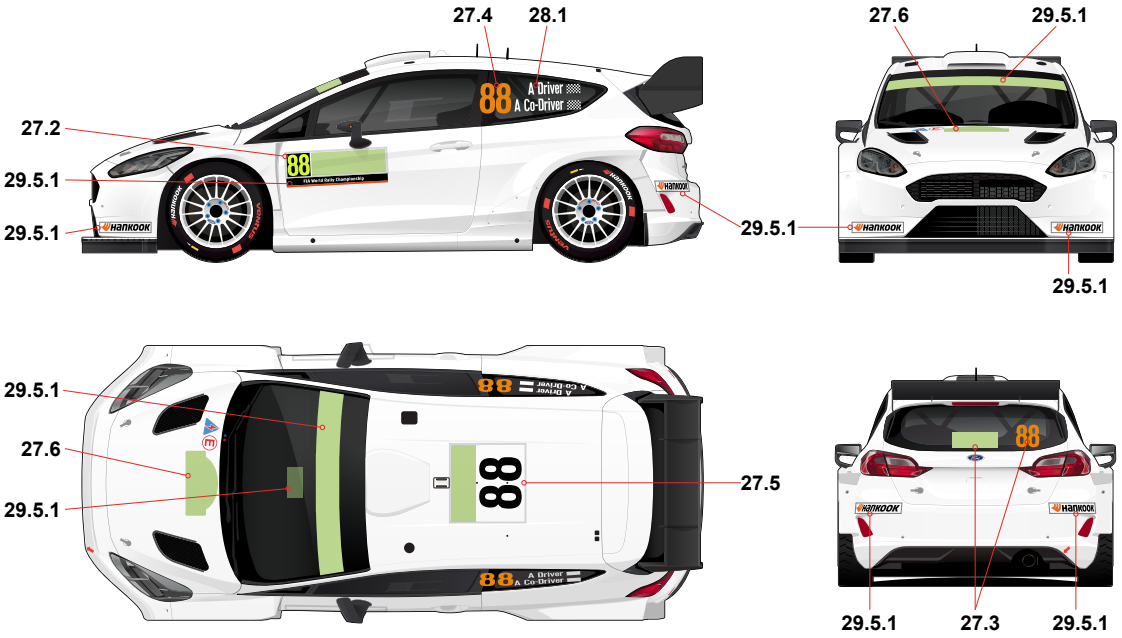
One plate fitting into a rectangle 43 cm wide by 21.5 cm high which shall include at least the competition number and full name of the rally.

28. DRIVER'S AND CO-DRIVER'S NAMES

28.1 REAR SIDE WINDOWS

The first initial(s) and surname of both the Driver and the Co-Driver, followed by the national flags of their passport nationalities, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

- In white Helvetica.
- In upper case for the initial(s) and first letter of each name with the remainder in lower case.
- 6 cm high and with a stroke width of 1.0 cm.
- The Driver's name shall be the upper name on both sides of the car.



29. ADVERTISING

29.1 GENERAL

Competitors are allowed to affix any kind of advertising to their cars, provided that:

- It is authorised by the national laws and the FIA regulations.
- It is not likely to give offence.
- It is not political or religious in nature.
- It respects Art. 27.2.3.
- It does not interfere with the crew's vision through the windows.
- It complies with the provisions of Art. 10.6.2 of the Code.

29.2 AUTOMOBILE MANUFACTURER

The name of an automobile manufacturer may not be associated with the name of a rally or appear in the organiser's compulsory advertising spaces.

29.3 ORGANISER'S COMPULSORY ADVERTISING

The text of any compulsory organiser advertising must be clearly indicated in the Supplementary Regulations, or, if in an official Bulletin, before the close of entries for the rally.

29.4 ORGANISER'S OPTIONAL ADVERTISING

29.4.1 The organiser may require Competitors to carry optional advertising. If a Competitor declines this advertising the entry fee may not be more than doubled. In any case this additional charge is limited to a maximum of €3,000.

29.4.2 No additional fee for optional advertising referring to a make of automobile, tyres, fuel or lubricant may be imposed on a Competitor if the Competitor refuses such advertising.

29.4.3 Competitors who accept the organiser's optional advertising as specified in the Supplementary Regulations must reserve space for it.

29.4.4 Optional advertising shall not be imposed as specified in Appendix VI.

29.5 CHAMPIONSHIP IDENTIFICATION AND ADVERTISING

29.5.1 The following areas are reserved for the Championship Promoter to apply Championship identification and advertising by means of sticker sets:

- A space (15 cm high and the full width of the windscreen) (below the existing 15 cm high reservation for Competitors at the top of the windscreen) on condition that it complies with the national laws of the country of the rally.
- A space 6 cm high and 67 cm wide immediately below the front door panel described in Art. 27.2.1.
- A space up to 10 cm high and 20 cm wide on the dashboard of the car and within view of the on-board Camera of the Championship Promoter.
- A space up to 33.5 cm wide on each corner of the vehicle, close to the wheel and as agreed with the Promoter.

29.5.2 Each priority car entered in the Constructors', WRC2, WRC3 and/or Junior WRC Championships must use the appropriate sticker sets provided by the Promoter. All other Competitors must carry the appropriate sticker sets if requested by the Promoter. Any advertising within the Championship identification must comply with Arts. 29.1 and 29.2.

29.5.3 Competitors who are required to use the products of the FIA nominated tyre company (4WD Cars) are not permitted to exhibit the brands of a competing tyre company on their car, clothing or within their service area.

ADMINISTRATIVE CHECKS AND SCRUTINEERING

30. ADMINISTRATIVE CHECKS

30.1 TIME SCHEDULE

The Crew taking part in the Rally must report to the administrative checks in accordance with the timetable published in the Supplementary Regulations. The fines for late arrival will be stated in the Supplementary Regulations.

30.2 DOCUMENTS REQUIRED

During the administrative checks the following original and valid documents will be checked:

- Competitor's Licence
- Driver's and Co-Driver's corresponding competition licences
- Driver's and Co-Driver's FIA WRC Super Licences for P1 Drivers
- Driver's and Co-Driver's valid driving licence
- Driver's and Co-Driver's passports or identification
- ASN authorisation, for all foreign Competitors and/or Drivers
- Completion of all details on the entry form
- Car registration papers
- Driver Declaration and undertakings duly signed by the Driver and Co-Driver.

Any other documents which an organiser wishes to examine must be listed in the Supplementary Regulations, e.g. car insurance cover certificate.

31. SCRUTINEERING BEFORE THE START OF THE COMPETITION ELEMENT OF THE RALLY

31.1 GENERAL

31.1.1 Cars may be presented at scrutineering by a representative of the Competitor unless otherwise detailed in Supplementary Regulations. In case of the Junior WRC the single supplier shall present the rally cars and relevant spare parts at pre-rally scrutineering, which may be done in the team area in the Service Park.

31.1.2 At scrutineering, all Competitors (incl. Junior WRC) must produce all items of clothing including helmets and frontal head restraint (FHR) devices intended to be used. Compliance with Appendix L Chapter III will be checked.

31.1.3 All cars must have their sump guards removed for sealing of gearboxes and differentials and be kept with the car for the purpose of weighing.

31.1.4 The Competitor's representative must show the car's complete certified homologation form.

31.1.5 The Constructors registered in the Championship may present a signed Certificate of Technical Conformity.

31.1.6 Scrutineers will require the car to be identified. The chassis and cylinder block will be marked.

31.1.7 Only those components that were sealed at initial scrutineering may be used throughout the rally. Such components must remain in their sealed state.

31.1.8 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards, upon the proposal of the FIA Technical Delegate, may set a deadline before which the car must be made to comply, or may refuse the start.

31.2 TIMETABLE

A timetable for scrutineering, including the sealing of components and checking the weight of cars entered by Constructors, shall be issued in the Supplementary Regulations or in a Bulletin.

32. CHECKS DURING THE RALLY

32.1 ADDITIONAL CHECKS

32.1.1 Various checks on safety items, including Drivers' clothing, as well as on the car, on the conformity and eligibility may be carried out at any time during the rally including Shakedown at the sole discretion and upon the instruction of the FIA Technical Delegate, with the knowledge of the Stewards

32.1.2 If an alleged breach of the regulations is identified during the checks and no team member is present, the Competitor must be informed of the finding without undue delay and given the opportunity to accept it or to attend, or appoint a representative to attend, any further checks relating to that finding.

32.2 RESPONSIBILITY OF THE COMPETITOR

32.2.1 The Competitor is responsible for the technical conformity of his car throughout the rally. For Junior WRC cars, as an exception, the single supplier alone is responsible for the conformity of the components and units sealed and supplied by it, provided that the seals have not been destroyed or tampered with.

32.2.2 Should identification marks (see Arts. 16, 17 and 31.1.6) be affixed, it is the responsibility of the Competitor to see that these are preserved intact from pre-rally scrutineering until the end of the rally or until it will be allowed by these Regulations to cut the seals.

32.2.3 It is also the responsibility of the Competitor to see to it that any part of the car which has been handled during checking is reinstalled correctly.

32.2.4 Any act of fraud, and in particular the use or presentation of identification marks altered or falsely represented as original, is an infringement of these Regulations.

33. FINAL CHECKS

33.1 FINAL PARC FERMÉ

33.1.1 After finish formalities, cars must be placed in a Parc Fermé where they must remain until released by the Stewards.

33.1.2 The provisional classification shall be published at the time specified in the Supplementary Regulations (or in a Bulletin) which shall be as soon as practical after the last car has checked in at the final control, even if final scrutineering remains in progress.

33.1.3 When the protest time limit has expired, the Stewards may open the Parc Fermé, even if final scrutineering remains in progress.

33.2 SELECTION OF CARS

Post-rally scrutineering involving the dismantling of a car may be carried out either at the discretion of the Stewards or following a protest, or upon the recommendation of the Clerk of the Course and/or the FIA Technical Delegate to the Stewards.

DRIVING CONDUCT

34. BEHAVIOUR

34.1 GENERAL RULES

34.1.1 Crews must always behave in a sporting manner.

34.1.2 Cars may only be towed, transported or pushed to bring them back onto the rally road or to clear the rally route or as otherwise permitted in these Regulations.

34.1.3 Exhibition driving may only be performed when permitted by the Supplementary Regulations of the rally.

34.1.4 Crews shall always drive in the direction of the Special Stage. Driving in the opposite direction is prohibited, except solely for the purpose of turning the car around.

34.1.5 On a road section that is a public road and at the start of a stage, a competition car may only be driven on four freely rotating wheels and tyres. Any car not complying must immediately stop, repair the damage if possible, respecting all the applicable regulations or retire. It may then restart under Art. 53, where applicable. Any failure to comply with this regulation will be reported to the Stewards.

34.1.6 Any driving during the competition with a badly damaged windscreen which obstructs the Driver's vision significantly is forbidden. The crew concerned may be prohibited from competing upon instruction of the Stewards. After repair, the crew may restart, if applicable, under Art. 53.

Any driving on a Special Stage without a windscreen fitted in place is allowed only if both crew members wear protective goggles in accordance with EN 1938 standard or full-face helmet with closed visor.

For information only - in any of the above cases, the police may nevertheless stop a car and prevent it from proceeding under national traffic laws.

34.1.7 Any crew driving abnormally slowly on a Special Stage and caught by another car must allow the faster car to overtake at the earliest safe opportunity and must not hinder or obstruct the overtaking manoeuvre. Both crews must ensure that the overtaking manoeuvre is carried out safely.

34.2 EXCESSIVE SPEED DURING RECONNAISSANCE AND/OR SHAKEDOWN ROAD SECTIONS

34.2.1 It is emphasised that reconnaissance is not practice. All the road traffic laws of the country in which the rally runs must be strictly adhered to, and the safety and rights of other road users must be respected, both during reconnaissance and Shakedown time windows.

34.2.2 Speeding during reconnaissance and/or Shakedown road sections will incur a fine applied by the Clerk of the Course as follows:

- Per km per hour over the speed limit: €25

Any such application of the regulations by the Clerk of the Course will be notified by him to the Competitor concerned.

34.2.3 The fine will be doubled in case of a second offence committed in the same rally.

34.2.4 The amount of the fines will be unaltered by any fine imposed by the police.

34.2.5 In particularly serious cases involving excessive speeding or other serious breaches of traffic regulations, the Stewards may impose an additional sporting penalty where the seriousness of the infringement justifies further action.

34.3 EXCESSIVE SPEED DURING THE RALLY / TRAFFIC LAWS

34.3.1 Throughout the rally, both crew members must observe the national traffic laws.

34.3.2 In the case of an infringement of the traffic laws committed by a crew participating in the rally, the police officers or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.

34.3.3 Should the police or the officials decide against stopping the Driver in the wrong, they may nevertheless request the application of any penalties set out in the applicable regulations, subject to the following:

- that the notification of the infringement is made through official channels and in writing, before the posting of the provisional classification
- that the statements are sufficiently detailed for the identity of the offending Driver to be established beyond all doubt, and that the place and time of the offence are precise
- that the facts are not open to various interpretations.

34.3.4 Penalties for infringements during the competition element of the rally:

a) First infringement:

- Speeding: A fine of €25 per km/h over the speed limit, applied by the Clerk of the Course.
- Other than speeding: A penalty will be applied by the Stewards.

b) Second infringement:

- Speeding: A fine of €50 per km/h over the speed limit, applied by the Clerk of the Course.
- Other than speeding: A penalty will be applied by the Stewards.

c) Third infringement: A 5-minute time penalty applied by the Clerk of the Course.

Any application of the above regulations by the Clerk of the Course will be notified by him to the Competitor concerned

d) Fourth infringement: Disqualification applied only by the Stewards.

e) In particularly serious cases involving excessive speeding penalised under points a) or b) above or other serious breaches of traffic regulations, the Stewards may impose an additional sporting penalty where they consider that the seriousness of the infringement or any potential sporting advantage obtained justifies further action.

RECONNAISSANCE

35. RECONNAISSANCE

35.1 RECONNAISSANCE CARS

Common requirements for all cars used for reconnaissance:

- The car must be painted in a single colour, with no advertising, stickers, etc.
- Underbody protection is authorised (complying with the Group N regulations).
- Two additional road-homologated headlamps are authorised.
- The crew may use a “light” intercommunication system (without helmets).
- On-board navigation equipment may be fitted.

Cars which conform to the following specifications may be used:

35.1.1 Standard Cars

- Totally unmodified standard cars as offered for sale to the general public with a normally aspirated or turbocharged petrol or turbo diesel engine having a maximum cylinder capacity of 2500cc.
- SUV type vehicles.

35.1.2 Production cars

- The engine shall be a series production engine (complying with the Group N regulations).
- The gearbox shall be a series production gearbox (complying with the Group N regulations).
- The exhaust shall be a series production exhaust with a maximum noise level within the permitted legal tolerances of the organising country.
- Suspensions shall comply with the Group N regulations.
- The fitting of a steel safety rollbar complying with Arts. 253-8.1 to 8.3 of Appendix J is authorised.
- Bucket seats in colours similar to those of the interior of the car are authorised.
- The rims are free within the limits of Appendix J, Group N.

35.2 TYRES FOR RECONNAISSANCE CARS

Tyres used for reconnaissance shall be:

- Road-homologated series production tyres for asphalt.
- Free tyres for gravel, unless otherwise detailed in the Supplementary Regulations.

35.3 RESTRICTION OF RECONNAISSANCE

Any WRC priority Driver or their Co-Driver who has entered or intends to enter a WRC rally may drive or travel as a passenger in a car on any road used as a Special Stage in that rally only with the prior written permission of both the FIA and the organiser.

This restriction applies both when the road is open to public traffic and when it is used as a Special Stage in any other rally organised in the region before the WRC rally.

35.4 RUNNING OF RECONNAISSANCE

35.4.1 Timetable

Reconnaissance must take place according to a timetable set by the organiser. Participation in reconnaissance is not compulsory.

35.4.2 Respect of reconnaissance timetable

After the publication of the itinerary, only with the express authorisation of the Clerk of the Course and the FIA Road Sport Department may any person connected with an entered crew travel on or over the route of a Special Stage of the rally (except on foot). This rule shall apply until that Special Stage is terminated, open for public traffic and will no longer be used within the rally. The provisions of Art. 35.3 must nevertheless be respected.

The reconnaissance of a super Special Stage, if included in the competitive element of the rally, shall not be considered as part of the reconnaissance timetable.

35.4.3 Reconnaissance Crew

During each passage through a Special Stage, a maximum of 2 persons is permitted in the car. At least one of these persons must be a member of the crew.

35.4.4 Number of passages

Each reconnaissance crew or crew (hereafter referred to as “crew”) is permitted a maximum of two (2) passages through each Special Stage. Special Stages run more than once shall be considered as a single Special Stage for the purpose of this limitation. Any passage made by a reconnaissance car with at least one member of the competing crew on board shall count as a passage made by that crew, irrespective of whether any other person is on board.

35.4.5 The crews may not reverse or drive in the opposite direction of the rally on the Special Stages, except if specified in the Supplementary Regulations of the rally.

35.4.6 Reconnaissance is controlled by the mandatory Tracking System. The organiser may also set marshals to starts and stop points as well as to any other points on the Special Stages.

35.4.7 Speed during reconnaissance period

The organiser may determine a speed limit in the Special Stages.

Such limits must appear in the Supplementary Regulations and may be checked at any time during reconnaissance. To monitor the speed and the number of passages during reconnaissance, it is mandatory that each reconnaissance car must be equipped with a Tracking System. The use of such a system must be stipulated in the Supplementary Regulations of the rally.

The use of such system may be subject to a fee which must be mentioned in the Supplementary Regulations.

Any interference with, manipulation of, or unauthorised operation of the system(s), including switching them off whilst driving on the reconnaissance route, is prohibited.

35.4.8 Shakedown

It is not mandatory to include Shakedown in the reconnaissance schedule.

35.4.9 Service during reconnaissance

During the reconnaissance timetable, service of reconnaissance cars may only be provided by a maximum of 2 technicians per crew using a vehicle of a maximum of 3.5 tonnes and carrying all necessary service equipment on board.

A car pass may be issued by the organiser for this purpose.

Unless otherwise instructed by the Clerk of the Course this vehicle may travel on the Special Stages only to recover their reconnaissance car.

35.5 PARTICIPATION IN RECONNAISSANCE ONLY

35.5.1 Any Driver holding the appropriate international licence may apply to take part in reconnaissance for a rally. The organiser must approve the application and if a fee applies, it shall be mentioned in the Supplementary Regulations. Constructors' Teams may ask the organiser for some Drivers to be included in the schedule for P1 Drivers.

35.5.2 Pursuant to Art. 35.4.7, all cars used by Drivers participating in reconnaissance only must be equipped with an FIA Safety Tracking Device.

35.5.3 By participating in reconnaissance, such Drivers shall be subject to these Regulations and to the jurisdiction of the Stewards for the duration of their participation in the rally.

SHAKEDOWN

36. SHAKEDOWN

36.1 RUNNING OF SHAKEDOWN

36.1.1 The Shakedown stage shall be run as if it were a stage run during the rally and thus be preceded by a time control and include all the appropriate safety measures. The stage should be representative of the rally.

36.1.2 The Shakedown stage may be run using a super Special Stage or part of a stage of the itinerary of the rally.

36.2 SHAKEDOWN REQUIREMENTS

36.2.1 A Shakedown stage will be organised with the purpose of being both a media and promotional opportunity and for Competitors to trial their cars.

36.2.2 All P1 and other Drivers requested by the FIA in consultation with the Promoter shall complete their first passage of Shakedown in the order of the current Championship classification and at an interval to be defined by the Clerk of the Course in consultation with the FIA and the Promoter.

A start list for this first passage (TC Shakedown) will be released in accordance with the Programme, with a target start time of 09:01 (local time) for the Shakedown stage start, unless otherwise specified.

Any deviation from the published check-in times (TC and Shakedown start) will be reported to the Stewards who may impose a penalty.

A Technical Zone is included in the 5 minutes scheduled between the TC and the Shakedown start.

At the conclusion of these fixed passages, P1 and the other Drivers affected by the above requirement will be able to continue their Shakedown in accordance with their respective time window.

36.2.3 P1 Drivers shall complete a minimum of 2 passages in total of the Shakedown stage. P2 and P3 Drivers shall complete a minimum of one and a maximum of two passages in total of the Shakedown stage.

36.2.4 Each registered Competitor entering at least one P1, P2 or P3 Driver shall ensure that one (1) of those Drivers, using the car entered for that Driver, is available to carry a passenger nominated by the Promoter during one (1) passage of the Shakedown for promotional purposes. The Promoter shall determine the timing and any associated operational requirements. These additional passages shall not count towards the limit of passages.

36.2.5 The tyres used for the promotional passage shall be supplied by the FIA-designated tyre supplier and shall not count towards the maximum number of tyres permitted for the rally. They shall be used exclusively for promotional passages and may be reused for the same purpose at subsequent rallies. They shall not be used during the competition element of any rally.

36.2.6 The organiser may permit non-priority Drivers to participate. If non-priority Drivers are allowed to drive in Shakedown, they can drive a maximum of two passages.

36.2.7 The ideal timeframe shall allow: 1.5 hours for P1 Drivers and the other Drivers affected by the requirements under Art. 36.2.2. (including their first passage), a further 1.5 hours for all Priority Drivers and an optional final 1.5 hours for all except P1 Drivers.

36.3 FALSE START

For any false start, particularly one made before the signal has been given, a time of 10 minutes will be allocated to the car(s) concerned.

36.4 DISCLAIMER

Any passenger on board the car during Shakedown who is not entered for the rally must have signed a disclaimer provided by the organiser or by the Promoter.

The passenger must wear all safety equipment as per the Supplementary Regulations of the Rally and in compliance with Appendix L of the Code.

36.5 BREAKDOWN DURING SHAKEDOWN

A Competitor whose car breaks down during the Shakedown may be recovered by its team with the approval of the Clerk of the Course but shall nevertheless be required to attend the Opening Ceremony as outlined in Art. 38.

36.6 TECHNICAL REQUIREMENTS

Before the Shakedown the cars must pass scrutineering. For applicable cars, the engine, the complete transmission and the mechanical parts mentioned in Art. 16 to 17 of these Regulations must be sealed.

36.7 SERVICE DURING SHAKEDOWN

Service may only be carried out in the main Service Park, unless otherwise permitted in the Supplementary Regulations of the rally. Limitation on the number of personnel as per Art. 55.3 will not apply.

MEDIA AND PROMOTION

37. MEDIA AND PROMOTIONAL ACTIVITIES

37.1 PRE-COMPETITION MEDIA ACTIVITIES

37.1.1 All crews and team representatives must be available at the request of the FIA Media Delegate for a maximum of 30 minutes for a pre-competition media activity on the same day as the Opening Ceremony or the start of the rally (TC0). Required participants will be notified via Bulletin or via the FIA WRC Media Schedule at least 48 hours before the start of the activity.

37.1.2 At each Event, the FIA Media Pen will take place following Shakedown. It will run for a duration of 90 minutes and begin as soon as possible once the first part of Shakedown has been completed, unless otherwise stipulated in the Supplementary Regulations of the event. The FIA Media Pen is mandatory for all P1 and P2 Drivers, as well as P1 Constructor team representatives and other selected Drivers or Co-Drivers upon request by the FIA Media Delegate. Attending Competitors are required to be present for a minimum duration of 30 minutes or until dismissed by the FIA Media Delegate.

37.2 POST-COMPETITION MEDIA ACTIVITIES

The top three (3) crews, a representative of the winning Competitor and the winning Support Championship crew(s) must attend a post-competition media activity as defined by the FIA Media Delegate for a maximum duration of one hour from the start of the activity. The post-competition media activity must take place within one hour of the final podium of the event and the format of the activity will be communicated to the Competitors no later than 48 hours prior to the start of the event via Bulletin or via the FIA WRC Media Schedule.

37.3 MEDIA AND FAN ENGAGEMENT ACTIVITIES

At the end of each section before an overnight regroup, the top three (3) Drivers classified must attend an activity for media and spectators. This will take place at a time and location advised to the relevant teams by the FIA Media Delegate during the rally. Other selected crews and team personnel must make themselves available to attend these sessions if requested by the FIA Media Delegate.

37.4 AUTOGRAPH SESSIONS

All priority crews must be available for signing autographs in front of their team area for at least 10 minutes following their arrival at their service bay.

37.5 ORGANISER'S PROMOTIONAL ACTIVITIES

Organisers may work with the FIA Media Delegate and Promoter to arrange media and promotional activities one to two days ahead of the start of the reconnaissance. In such cases a P1 Driver from each Constructor

must be available to take part in the activity. The provisional timing and outline event details must be communicated to the Promoter, FIA Media Delegate and Competitors no less than 45 days prior to the event taking place.

37.6 AVAILABILITY FOR MEDIA AND PROMOTER

37.6.1 All priority crews must be available for the purposes of interviews by Promoter-nominated broadcasters in their service area or other reasonable location on their arrival.

37.6.2 When specified in the Supplementary Regulations, nominated Drivers and their Co-Drivers must be available for promotional activities for a duration of 10 minutes during the midday service.

37.7 FIA WRC MEDIA SCHEDULE

On the Monday of each rally week, the FIA Media Delegate will distribute the FIA WRC Media Schedule to the PR representatives of all Priority Crews. The schedule will identify the crews nominated to participate in official media and promotional activities throughout the rally week. Attendance at all scheduled media and promotional activities is mandatory for nominated crews.

38. OPENING AND PODIUM CEREMONIES

An Opening Ceremony may be organised to improve the promotional and media interest of the rally. If cars are required for the Opening Ceremony the start interval and order are at the discretion of the FIA and the Promoter.

The schedule and the place of any ceremony must be indicated in the Supplementary Regulations.

Where a crew in its competing car is unable to participate in the Opening Ceremony, it shall be permitted to start the remainder of the rally at its allocated start time provided that the Stewards are notified and subject to passing the necessary scrutineering checks. The crew concerned must still attend the Opening Ceremony wearing overalls and at their due time.

STARTS AND RESTARTS

39. STARTS

39.1 START AREA

Before the start of the competition element of the rally, the organisers may assemble all the competing cars in a start area into which cars must be driven a maximum of 4 hours before the start time as detailed in the Supplementary Regulations. The exclusively pecuniary penalties for late arrival in the start area shall be specified in the Supplementary Regulations.

39.2 MAXIMUM LATENESS AT A SECTION START

Any crew reporting more than 30 minutes late at the start of a section shall not be allowed to start that section.

40. START ORDERS AND INTERVALS

40.1 REPOSITIONING OF DRIVERS

The Clerk of the Course may, for reasons of safety and with the knowledge of the Stewards, reposition Drivers or change the time interval between cars.

40.2 START ORDER DURING THE RALLY

DAY		P1	P2	P3	Non-priority
1	Thursday Super Special Stage (if applicable)	At the Promoters' discretion			
2	Thursday, (if any Special Stages)	As a group in current Championship classification[1)] order	As a group in current Championship classification[1)] order and at organiser's discretion based on Driver's performance	As a group at organiser's discretion based on Driver's performance	As a group at organiser's discretion based on Driver's performance
3A	Friday,	As a group in current Championship classification[1)] order	As a group in current Championship classification[1)] order and at organiser's discretion based on Driver's performance	As agroup at organiser's discretion based on Driver's performance	As a group at organiser's discretion based on Driver's performance
3B	Friday, if Thursday, with more than 10% of SS, based on the total km of SS of the rally.	As a group in reverse classification order [2)&3)]	As a group in classification order[2)] after P1	As a merged group in classification order[2)] after P2	
4	Saturday & Sunday	As a group in reverse classification order[2)&3)]	As a group in classification order[2)] after P1	As a merged group in classification order[2)] after P2	

[1)] Championship classification means the order of the provisional classification of the respective Championship for Drivers for the current year. For the first round of the Championship, the start order shall be that of the final classification of the previous year. The FIA shall decide the order of Drivers who were not classified in the previous year. P1 Drivers re-starting on Friday (3A) under Art. 53 shall also start as per the Championship classification.

[2)] The classification order is always based on the provisional overall classification at the end of the last Special Stage of the previous day, excluding super Special Stages if run at the end of the day. Any penalties incurred after the end of this last Special Stage (excluding super Special Stages) will be ignored, but solely for the purpose of establishing this starting order.

[3)] P1 Drivers re-starting on Friday (3B) and/or on Saturday and/or Sunday under Art. 53, shall on all subsequent days start as a merged group before the other P1 Drivers in the reverse order of their position in the classification.

40.3 START INTERVALS

40.3.1 P1 Drivers on the start list and on the re-start lists will have an interval between their start times of at least 2 minutes.

40.3.2 P2, P3, and all other cars will start with an interval of at least 1 minute.

40.3.3 For any Live TV stages and for group/s of priority Drivers, the Clerk of the Course may change the start intervals compared to those given in the start list for the Section in question after agreement with the Promoter and the FIA. Should the Live TV stage not be followed by a regroup, these starting intervals may remain for other Special Stages until the next regroup.

40.3.4 Any such change of start intervals for Live TV stages will be notified in a Communication from the Clerk of the Course.

40.3.5 Promoter will nominate Live TV stages for inclusion in the Supplementary Regulations.

CONTROLS

41. CONTROLS – GENERAL REQUIREMENTS

41.1 SIGNAGE OF CONTROLS

All controls, i.e. passage and time controls, start and finish of Special Stages including stop controls and regrouping areas, media area, shall be indicated by means of FIA-approved standardised signs complying with the drawings and distances in Appendix I and shall be indicated in the road book.

41.2 PROTECTIVE BARRIERS

An area of at least 5 m both before and after a control shall be protected by barriers on both sides of the road to enable control duties to be carried out.

41.3 STOPPING TIME IN CONTROL ZONES

The stopping time within any control zone is limited to the time necessary for carrying out control operations.

41.4 READINESS TO WORK

41.4.1 Controls shall be ready to function at least 30 minutes before the target time for the passage of the first competing car.

41.4.2 Unless the Clerk of the Course decides otherwise, they will cease to operate 15 minutes plus maximum lateness time after the due time of arrival of the last competing car.

41.5 SEQUENCE OF CONTROLS AND DIRECTION

41.5.1 Crews must check in in the correct sequence of controls and in the direction of the rally route.

41.5.2 It is prohibited to re-enter a control zone.

41.6 OFFICIALS'/MARSHALS' INSTRUCTIONS

41.6.1 Crews are obliged to follow the instructions of the marshals or officials of any control.

41.6.2 All control officials must be identifiable. At each control, the chief official must wear a distinctive tabard.

41.7 MEDIA AREAS

A barriered media area can be established prior to the yellow time control board at all Service Parks and tyre fitting areas (except those under Art. 56.2.1) and at all regroups (except overnight regroups if preceded by a service) and within the holding area before the podium procedure at the finish. Access to a media area shall be limited to personnel holding the appropriate pass. Organisers must plan the itinerary and time schedule such that crews are expected to spend a minimum of 15 minutes in the media area. The media areas must furthermore be clearly marked in the Road Books.

41.8 ON-BOARD CAMERA DATA EXCHANGE POINTS

On-board camera data may be exchanged when in the presence of a member of the team in the media area, in regroups or Parcs Fermés and after the exit of remote refuel areas.

The organisers may also establish on-board camera (OBC) data exchange points within the itinerary. Such points must be notified in a Communication from the Clerk of the Course and are solely for the exchange of video data.

42. PASSAGE CONTROLS

At these controls, identified by the signs shown in Appendix I, the marshals must simply stamp and/or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage.

43. TIME CONTROLS

43.1 OPERATION

At these controls, the marshals shall mark on the time card the time at which the card was handed in. Timing will be recorded to the complete minute.

43.2 CHECK-IN PROCEDURE

43.2.1 The check-in procedure begins at the moment the car passes the time control zone entry board.

43.2.2 Between the zone entry board and the control, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

43.2.3 The actual timing and entry of the time on the time card may only be carried out if the two crew members and the car are in the control zone and within the immediate vicinity of the control table.

43.2.4 The check-in time shall correspond to the exact moment at which one of the crew members hands the time card to the appropriate marshal.

43.2.5 Then, either by hand or by means of a print-out device, the appropriate marshal shall mark on the card the actual time at which the card was handed in, and nothing else.

43.2.6 The target check-in time is the time obtained by adding the allowed time to the Special Stage start time or to the previous TC time, these times being expressed to the minute.

43.2.7 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The marshals may not give them any information on this target check-in time.

43.2.8 The crew will not incur any penalty for checking in before time if the car enters the control zone during the target check-in minute or the minute preceding it.

43.2.9 The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check-in minute.

43.2.10 Any difference between the actual check-in time and the target check-in time shall be penalised as follows:

a) For late arrival: 10 seconds per minute or fraction of a minute.

b) For early arrival: 1 minute per minute or fraction of a minute.

43.2.11 Provided that it has been stated in the Supplementary Regulations of the rally or is indicated in a later Bulletin, the organisers may authorise crews to check in before time without incurring any penalty.

43.2.12 If it is found that a crew has not observed the rules for the check-in procedure, the chief marshal at the control must make this the subject of a written report to be sent immediately to the Clerk of the Course.

43.2.13 At the discretion of the Clerk of the Course, a crew which has been penalised for early arrival may be neutralised for the time necessary to enable it to restart at its originally scheduled time.

43.3 TIME CONTROL FOLLOWED BY A SPECIAL STAGE

When a time control is followed by a start control for a Special Stage, the following procedure shall be applied:

43.3.1 At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew and its provisional stage start time. There must be a gap of at least 3 minutes to allow the crew to prepare for the stage start and come to the start line.

43.3.2 If two or more crews check in on the same minute, their provisional start times for that Special Stage shall be in the order of their relative arrival times at the preceding time control. If the arrival times at the preceding time control are the same, then the times at the time control before that one will be taken into account, and so on.

43.3.3 Having checked in at the time control, the competing car shall be driven to the start control of the Special Stage from where the crew shall start according to the procedure laid down in these Regulations (see Art. 47).

43.3.4 If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the Special Stage shall be binding, unless the Stewards decide otherwise.

43.3.5 The stage start time shall then be the start time for calculating the check-in time at the next time control.

43.4 TYRE WARMING ZONE (TWZ)

43.4.1 For tarmac rallies, it is highly recommended to include a tyre warming zone between the Time Control and the start of a Special Stage. To be used as a TWZ, the road must be set up as the Special Stage, except for the rescue cars, which will remain positioned after the start of the Special Stage.

43.4.2 To include a Tyre Warming Zone, the distance between the Time Control and the following start of the Special Stage will be a minimum of 500 m. The TWZ must be marked in the Road Book.

43.4.3 The TWZ begins after the time control with the “TWZ” board and ends with the “TWZ End” board. Drivers must be able to stop the car at any time in case of danger. Deliberate stopping in the TWZ or driving the opposite direction is strictly forbidden. There will be a minimum of 100 m between the “TWZ End” board and the start of the Special Stage, where the crews must drive at walking speed to the start line.

43.4.4 The 3-minute gap defined in Art. 43.3.1 can be increased considering the length of the TWZ to allow the crew to warm the tyres and to prepare for the Special Stage start.

43.4.5 Before driving in the TWZ, the crew must be equipped as laid down in Art. 52.1.

43.4.6 All regulations not amended by this article remain unchanged and valid.

43.4.7 Organisers may specify additional provisions in the Supplementary Regulations, which may not, however, alter the above-mentioned regulations.

44. MAXIMUM PERMITTED LATENESS

44.1 MAXIMUM PERMITTED LATENESS

Any lateness exceeding 30 minutes on any individual target time or an accumulative lateness exceeding 30 minutes in all the sections between two overnight regroups, will result in the Competitor concerned being considered to have retired at that control and the total penalty accrued for late arrival as per Art. 43.2.10.a) shall be that for a lateness of 30 minutes. The crew may nevertheless re-start the rally under the provisions of Art. 53. In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies.

44.2 EARLY ARRIVAL

Early arrival shall under no circumstances permit crews to reduce this maximum permitted lateness.

44.3 NOTIFICATION OF EXCEEDING MAXIMUM PERMITTED LATENESS

Notification of exceeding the maximum permitted lateness under Art. 44.1 may only be announced at the end of a section.

44.4 MAXIMUM LATENESS AFTER THE LAST CAR

For safety reasons, the Clerk of the Course may instruct any crew/crews arriving at the time control preceding a Special Stage more than 10 minutes after the last normally running car, to take the alternative route. The crew will be given a notional time for the stage, as in Art. 51.

45. REGROUPING CONTROLS

45.1 PROCEDURE AT A REGROUP

45.1.1 On arrival at regroup controls, crews will receive instructions concerning their start time. They must then drive their car as directed by marshals.

45.1.2 All crews must be prepared to be present for up to 5 minutes in an autograph area, organised adjacent to the TC and accessible to the public.

45.2 EXIT FROM A REGROUP

Except after an overnight regroup and before the start of the Power Stage, the cars shall re-start in the order of arrival at the regroup. However, if one or several cars are delayed due to the interruption or stopping of a Special Stage or for any other reason and thus arriving at the regroup in an abnormal order, the Clerk of the Course may, with the knowledge of the Stewards, order any such car or cars to be repositioned.

45.3 EXTRA LIGHT FITTING/REMOVAL

Where permitted by the Supplementary Regulations or a Bulletin, additional lights may be installed or uninstalled during a Regroup. The additional lights may be delivered to and taken from the Regroup by a team member. The fitting or removal of the lights shall be undertaken solely by the crew and only with the use of tools carried on board the competition car.

SPECIAL STAGES

46. GENERAL

46.1 TIMING

For Special Stages, timing will be to the tenth of a second.

For the “Power Stage”, timing will be to the thousandth of a second.

46.2 FIA OFFICIALS AND DELEGATES

When carrying out their duties, the entry of FIA officials and Delegates onto the route of Special Stages must take place at the latest 30 minutes before the start time of the final course car (car n° 0) although the FIA Safety Delegate may have a later time for entry to the Special Stages. If car n° 0 catches up with them while on the route of a Special Stage, they must stop, park and wait for the sweeper car to pass before continuing.

46.3 EVACUATION BY HELICOPTER

If evacuation by helicopter is foreseen, the following must be respected:

46.3.1 When weather conditions prevent the use of a helicopter, a Special Stage may be delayed or terminated (on the joint decision of the Clerk of the Course and the chief safety officer) if the transfer time by ambulance to the selected hospital is greater than the time deemed appropriate after consultation with the chief medical officer.

46.3.2 The presence of a helicopter does not remove the obligation to plan land evacuation in the presence of a doctor proficient in resuscitation and experienced in the pre-hospital treatment of accident victims, possibly assisted by a paramedic qualified in resuscitation, for a casualty needing intensive care during transport.

47. SPECIAL STAGE START

47.1 START POINT

Special stages commence from a standing start, with the car placed on the start line.

47.2 START PROCEDURE

47.2.1 The electronic start procedure shall be clearly visible to the crew from the start line and may be displayed as a countdown clock and/or a sequential light system. If the start light sequence is different from that in Appendix VII, it must be described in the Supplementary Regulations.

47.2.2 There must be a permanent start line (also on gravel and snow) and the jump start photocell should be 50 cm after the start line.

47.2.3 After the actual start time has been written on the time card, the time card should be given back to the crew as soon as possible.

47.2.4 When the car arrives at the start line, the marshal shall be positioned in front of the car with a stick to define the exact position of the car. 1 minute before the start time, but not before the car has stopped in its exact position, the marshal shall leave this position, and the crew shall refer to the automatic countdown clock. Any subsequent change of the car's position until its start time is not permitted.

47.3 MANUAL START PROCEDURE

In the event of having to use a manual start procedure after handing the time card back to the crew, the start marshal will count down aloud: 30" - 15" - 10" and the last five seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given.

47.4 DELAYED START THROUGH FAULT OF CREW

47.4.1 In the event of a start delayed through a fault of the crew, the marshal will enter a new time on the time card, the penalty then being 1 minute per minute or fraction of a minute late.

47.4.2 Any crew refusing to start a Special Stage at the time allocated to it will be reported to the Stewards, whether the Special Stage is run or not.

47.4.3 Any car not starting from the start line within 20 seconds after the start signal will be considered as retired and immediately removed to a safe place. This car will be allowed to re-start on the subsequent day as per these regulations.

47.5 DELAY OF A SPECIAL STAGE

When the running of a stage has been delayed for more than 20 minutes, the spectators must be advised that the stage is about to recommence before the passage of the next competing car. Alternatively, the stage shall be stopped.

47.6 FALSE START

A false start, particularly one made before the signal has been given, will be penalised as follows:

- 1st offence: 10 seconds.
- 2nd offence: 1 minute.
- 3rd offence: 3 minutes.

- Further offences: at the Stewards' discretion.

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary.

For the time calculation the actual start time must be used.

48. SPECIAL STAGE FINISH

48.1 FINISH LINE

The finishing time of a Special Stage shall be recorded at the Flying Finish line, which should be located at a safe point and shall be positioned at least 300 m before the Stop Control.

The area between the flying finish and the stop line should be free from bends, sharp or deceptive corners, or hazards such as gates or any dangerous obstacles.

Timing shall be recorded at the Flying Finish line by means of electronic timing beams and be backed up by a printing clock system. The timekeepers shall be positioned in line with the Flying Finish line, which shall be identified by the sign bearing a chequered flag on a red background.

After crossing the Flying Finish line, Competitors shall reduce their speed significantly and proceed to the Stop Control. Stopping between the yellow Flying Finish warning sign and the red Stop Control sign is prohibited.

48.2 DECELERATION AREA

A deceleration area shall be established according to the ISC, Appendix H, Art. 5 – RALLIES, Art. 5.5.4.1 c). The deceleration area shall be detailed in the Safety Dossier, described in the Supplementary Regulations and clearly identified in the Road Book. It shall also be clearly marked and identifiable during reconnaissance.

48.3 STOP CONTROL

The crew must report to the Stop Control indicated by a red "STOP" sign to have its finishing time entered on the time card (hour, minute, second, tenth of a second and thousandth for Power Stage). If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter may only stamp the crew's time card, and the time will be entered at the next regrouping control.

49. 'POWER STAGE'

49.1 ANNOUNCEMENT

On each World Rally Championship rally, one Special Stage will be designated as the 'Power Stage' with the purpose of enhancing TV coverage.

49.2 CHARACTERISTICS

This stage shall be:

- Chosen in consultation with and after the approval of the FIA and the Promoter.
- Representative of the rally.
- The last stage of the rally.
- Run at a time in agreement with the Promoter and the FIA.
- Preceded by a regroup. Art. 62.5.2 applies for this regroup unless otherwise stipulated in the Supplementary Regulations or a Bulletin.
- Timed to the elapsed millisecond.

49.3 START ORDER

The start order and intervals of the cars which will be covered by Live TV will be decided by the FIA and the Promoter in discussion with the Clerk of the Course. The start order and intervals for these crews will be communicated by the Clerk of the Course in the regroup preceding the Power Stage.

49.4 ATTRIBUTION OF 'POWER STAGE' POINTS

- Points will be awarded according to the scale as described in Art. 3.3.3.
- For allocating points, the Power Stage Classification shall be calculated using the stage time plus any other time penalty accrued on this stage, including any false start penalty.
- To score points, a Driver must be classified in the Final Classification of the rally.
- If a Driver appears in the Power Stage classification but is not classified in the Final Official Classification of the rally, the Stewards shall decide whether the next Competitor should be moved up in the Power Stage classification for the attribution of Power Stage points.

- If the Power Stage is definitively stopped before all P1 Drivers eligible to start the Power Stage have had the opportunity to complete the stage, the FIA may decide that no points are awarded for the Power Stage.
- Any crew which does not start the Power Stage in the given order will not be eligible to score Power Stage points as per Art. 3.3.3 of these Regulations. Such crew may neither detract points from other Drivers.

49.5 STOP CONTROL

For the purposes of live TV, there will be interviews and a podium ceremony after the Stop Control of the stage. The arrangements shall be coordinated between the Promoter, the FIA and the organiser and detailed in the Supplementary Regulations. The organisers may stop any car and its crew on the road section immediately after the Stop Control of the stage, so that they can take part in this. These crews will be directed by officials at the Stop Control of the stage, who may, if necessary, modify the time allowed for the following road section.

50. SUPER SPECIAL STAGES

50.1 CHARACTERISTICS OF A SUPER SPECIAL STAGE

50.1.1 When more than one car starts at the same time, the track design at each starting point must be similar. The same starting procedure must apply to each car. It is permitted to stagger the start line for the cars to equalise the length of the stage from the different starting positions.

50.1.2 The running of a super Special Stage is optional.

50.2 RUNNING OF A SUPER SPECIAL STAGE

The specific regulations regarding the running, starting order and time intervals of a Super Special Stage are entirely at the discretion of the organiser, subject to the approval of the Promoter. However, this information must be included in the Supplementary Regulations of the rally.

50.3 SAFETY

50.3.1 A system of Red Flags deployed by marshals or of Red Lights must be positioned to signal Competitors to stop or slow. See also Art. 52.5.5.

50.3.2 To ensure safety, the car of a Competitor who fails to complete the stage may be transported by the organisers to the end of the stage or to a safe location for evacuation.

51. INTERRUPTION OF A SPECIAL STAGE - OBSTRUCTION

51.1 INTERRUPTION/STOP

When a Special Stage is interrupted or stopped for any reason, each crew affected will be allocated by the Clerk of the Course a time which is judged the fairest. A corresponding notification will be published by the Clerk of the Course. However, no crew which is solely or jointly responsible for stopping a stage may benefit from this measure.

51.2 OBSTRUCTION

If a crew/vehicle is substantially and evidently delayed by a car in front, the Clerk of the Course may apply the same principle and allocate a time which the Clerk of the Course considers to be fair. Delays that exceed 10 seconds will be given due consideration and may be deemed to be substantial. Evidence on the delay caused by the car in front must be provided by the Competitor requesting the time correction.

Any other obstruction or hindrance may be referred to the Stewards.

52. CREW SAFETY

52.1 EQUIPMENT OF THE CREWS

52.1.1 Each crew shall ensure that all mandatory safety clothing and safety equipment are correctly worn, installed, and in compliance with the regulations prior to the start of the TWZ (if exists) and the start of the Special Stage. Any delay to the start of the stage resulting from a crew's failure to comply with these requirements shall be deemed to be the responsibility of the crew concerned and shall be penalised accordingly.

52.1.2 Whenever a car is in motion on a TWZ or on a Special Stage and until the STOP control, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment as intended by the equipment manufacturer and have their safety belts fastened. If a crew realises that any of their helmets is not correctly fastened, they shall stop in a safe location on the stage and re-fasten it without penalty.

52.2 EQUIPMENT OF THE CARS

52.2.1 **FIA Safety Tracking System**

- All cars must be fitted with an FIA Safety Tracking Device that comprises an SOS/OK display. Installation and operation instructions will be issued by each organiser as an Appendix to the Supplementary Regulations of the rally. The SOS/OK display must be easily accessible for the Driver and Co-Driver when seated with their harnesses fastened.
- Competitors shall make the necessary provisions in their cars for the installation of the FIA Safety Tracking Device. The device and all associated components must be installed before the car is presented for scrutineering.
- No deposit shall be required for the FIA Safety Tracking Device. Any loss of, or damage to, the device or its components may be charged to the Competitor. The device may be collected either by the crew or by a team representative.
- Competitors entered with a priority Driver shall purchase an FIA Safety Tracking Device fitting kit, which must remain permanently installed in the car for all WRC events.
- As an alternative, Competitors entered with non-priority Drivers may rent a fitting kit for the event. The rental fee shall be paid, and the kit collected, at the FIA Safety Tracking Device distribution point as specified in the Supplementary Regulations. Any rented fitting kit shall be returned together with the tracking device at the end of the event.
- The FIA Safety Tracking Device may be removed in the final Parc Fermé by a team member under the supervision of a scrutineer. Unless otherwise specified in the Supplementary Regulations, the device must be returned no later than thirty (30) minutes after the Stewards have authorised the opening of the final Parc Fermé.
- In the event of final retirement, the tracking device and, where applicable, any rented fitting kit shall be returned immediately to the supplier of the FIA Safety Tracking Device.

52.2.2 **LED Repeater**

- The installation of an LED Repeater is mandatory in all competing cars. The LED Repeater shall be supplied as part of the FIA Safety Tracking System kit, including all necessary wiring and mounting components, and must be installed before scrutineering in the Driver's direct field of vision, in accordance with the installation instructions issued by the system supplier.
- The LED Repeater reproduces key safety messages transmitted by the FIA Safety Tracking Device, including but not limited to Red Flag, SOS, Hazard, Road Blocked, Push-to-Pass and Flying Finish notifications. Its purpose is to allow the Driver to maintain visual attention on the road while receiving critical safety information and to alert the crew to consult the tracking display for further details.
- The LED Repeater does not replace official flags, boards, marshals' instructions or any other safety signalling system. It is provided solely as an additional visual aid to enhance the timely and consistent communication of safety-related information to the crew.

52.2.3 “SOS” / “OK” sign

Each competing car shall carry a red “SOS” sign and on the reverse a green “OK” sign measuring at least 42 cm x 29.7 cm (A3). The sign shall always be readily accessible to the crew.

52.2.4 Red Triangle

Each competing car must carry a red reflective triangle, which shall always be readily accessible to the crew.

52.3 INCIDENT ON A SPECIAL STAGE

52.3.1 In the case of an accident where urgent medical attention is required, the following applies:

- The SOS display on the FIA Safety tracking device must be activated as soon as possible.
- When possible, the red “SOS” sign should immediately be displayed to the following cars and to any helicopter attempting to assist.
- As soon as possible, the red triangle must be placed in a conspicuous position on the same side of the road as the car at least 50 metres before the car’s position, to warn following Drivers, even if the car is off the road.

52.3.2 Any crew which has the red “SOS” sign displayed to them, or which sees a car which has suffered an accident and the OK sign is not shown, shall immediately and without exception stop to render assistance, irrespective of any information or indication displayed on the FIA Safety Tracking Device or on the LED Repeater (see also

Art. 52.2.2). All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. All crews stopping under this procedure will be allocated a time in accordance with Art. 51.

52.3.3 In the case of an accident where immediate medical intervention is not required, or of a car stopping for any other reason on or beside a Special Stage, whether temporarily or permanently, the following applies:

- The OK display on the FIA Safety Tracking Device must be activated within one minute.
- The green “OK” sign must immediately be displayed to the following cars and to any helicopter attempting to assist. If the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to all the other Competitors.
- The red triangle must be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 50 metres before the car’s position, to warn following Drivers, even if the car is off the road.

52.3.4 Should it not be possible, or for whatever reason, to display the OK/SOS board in any of the above situations, this may be replaced by an evident and clearly understandable sign language shown by the crew outside of the car:

- an arm and thumb up to indicate "OK"
- crossed arms above the head to indicate "SOS".



52.3.5 Any crew which is able but fails to comply with any of the above rules will be reported by the Clerk of the Course to the Stewards.

52.3.6 The road book shall contain a page giving the accident procedure.

52.3.7 If any necessary repairs to the rally car must be carried out during the running of a Special Stage, these shall be carried out on a section of the road that is safe, without compromising the safety or passage of other Competitors.

52.4 INCIDENT ON A SPECIAL STAGE INVOLVING A PERSON WHO IS NOT A CREW MEMBER

If a crew is involved in an accident in which a person who is not a crew member sustains physical injury, the car must stop immediately, and the procedure as laid down in Art. 52.3.1 must be followed.

52.5 RED FLAGS

52.5.1 Electronic Red Flags

a) Red flag lights will be used in all competing cars. When the electronic Red Flag is activated from rally control, the Red Flag LED light situated on the FIA Emergency Console will flash and a continuous alarm will ring in the cockpit. Crews must confirm acknowledgement of the electronic Red Flag by pressing the ACKNOWLEDGE button immediately and proceeding as specified in Art. 52.5.3.

b) The FIA-approved Red Flag LED system to be used will be provided by the FIA Safety Tracking system supplier only.

c) The Red Flag LED must be visible by both crew members.

52.5.2 Red Flags at radio points

The Red Flag will be displayed to crews only on the instruction of the Clerk of the Course. The flags may only be displayed at radio points marked in the road book and by a marshal wearing a distinctive jacket and on

which is marked the radio point symbol. Flags will be displayed at all radio points preceding the incident. A Red Flag must be available at each stage radio point (situated at approximately 5 km intervals).

No flag other than the Red Flag may be deployed at any point in a Special Stage.

52.5.3 Meanings of a Red Flag
On passing a displayed Red Flag and/or receiving an electronic Red Flag, whichever happens first, the Driver must immediately reduce speed, maintain this reduced speed until the end of the Special Stage, and follow the instructions of any marshals or intervention car Drivers. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

52.5.4 A crew which has been shown the Red Flag will be given a notional time for the stage, as in Art. 51.

52.5.5 If different signalling systems (e.g. flashing lights) are used in super Special Stages, full details must be included in the Supplementary Regulations.

52.5.6 If a stage is interrupted or stopped and the crews are required to pass through the Special Stage, a Red Flag must be displayed at the start to inform the Drivers how they must proceed.

52.5.7 Red Flag points during reconnaissance
During reconnaissance, a sign bearing the radio post symbol must be displayed at the location of each radio point. This sign may be smaller than that used in the rally but must be clearly visible to crews performing reconnaissance in order that the locations may be noted.

52.6 CHICANE

52.6.1 A chicane may be set up to address a situation related to safety. The permitted configurations and all applicable safety requirements for chicanes are set out in Appendix H, Art. 5.5.7.

52.6.2 Any chicane shall be detailed in the draft Safety Dossier and identified in the Road Book. The type of elements used to construct and define each chicane shall be clearly specified in the Supplementary Regulations and must remain the same throughout the rally. It must be implemented with the applicable signs defined in Appendix I and marks showing the complete position of the chicane elements must be put in place before the beginning of reconnaissance.

52.6.3 Judges of Fact (as to Art. 11.1 of Code) shall monitor the correct passage through all chicanes.

a) A time penalty of five (5) seconds shall be applied for each physical chicane element that is struck and displaced completely outside its marked position.

b) Any excessive speed in the Virtual Chicane shall incur a time penalty of two (2) seconds for each kph over the speed limit.

The penalties shall be imposed by the Clerk of the Course and notified to the Competitor.

52.6.4 However, if a Competitor passes entirely to the left or entirely to the right of the chicane, driving outside the chicane layout, this will be considered a deviation from the defined roadway and therefore an infringement of Art. 19.2 of these regulations.

53. RE-START AFTER RETIREMENT

53.1 GENERAL

53.1.1 Unless stated differently in the rally Supplementary Regulations, a crew which has failed to complete a section may be assumed to re-start the rally from the start of the next section following the overnight regroup unless they confirm otherwise with the Clerk of the Course by completing the form located in the rear of the road book ('final retirement') and lodging it with the organiser as soon as possible and, if feasible, before the publication of the re-start list.

53.1.2 After the Clerk of the Course has been informed of a retirement, the crew must hand in their time card. When retirement is on a Special Stage or at a stop control, that stage time will not be recorded and Art. 53.2 shall be applied.

53.1.3 A crew wishing to re-start after retirement must do so from the start of the next section following the first overnight regroup after its retirement, subject to compliance with Art. 54. Any crew which does not re-start at that section shall be considered to have permanently retired from the rally and shall not be permitted to re-start at any subsequent section.

53.1.4 In the case of exceeding the maximum permitted lateness under Art. 44 of these Regulations, the Competitor concerned will be allowed to re-start after the next overnight regroup. The time penalty will be applied as per Art. 53.2 from the TC at which the Competitor concerned has exceeded the maximum permitted lateness.

53.1.5 Any crew which has retired from a section on the last day of the rally will not be classified.

53.2 PENALTIES

53.2.1 For all crews which re-start a time penalty will be applied. This time penalty will be as follows:

- For every Special Stage or super Special Stage missed: 10 minutes.

53.2.2 This time penalty will be added to the fastest time of the Drivers' priority group, (P1, P2, P3) for each missed Special Stage, which shall include the Special Stage or super Special Stage on which the crew has retired.

53.2.3 For non-priority Drivers, this time penalty will be added to the fastest time achieved in its car's group by a non-priority Driver. If a crew is alone in its car's group, the Clerk of the Course will allocate a time that is judged the fairest.

53.2.4 Should retirement occur after the last Special Stage or super Special Stage before an overnight regroup, the crew will nonetheless be deemed to have retired on that last Special Stage or super Special Stage. If an affected crew has set the fastest time on the last Special Stage within the Driver's priority group or, in the case of a non-priority Driver, within the car's group, the crew's own time shall be taken into consideration for the application of the time penalty.

54. REPAIRS PRIOR TO A RE-START

54.1 SERVICE LOCATION AND TIME ALLOWED

54.1.1 Cars involved in an accident

If the car has retired because of an accident, it shall remain under Parc Fermé conditions until it has been inspected, and repairs have been authorised by the FIA Technical Delegate or Chief Scrutineer.

This inspection and authorisation requirement shall also apply to any car involved in an accident during the final competition day.

54.1.2 Repairs/Service of cars of FIA priority Drivers

Subject to Art. 54.1.1, the car of any FIA priority Driver wishing to re-start must be serviced in the rally Service Park. After retirement, the vehicle must remain where it has retired until permission has been received from the Clerk of the Course to remove it directly to the Parc Fermé.

Cars of P1 Drivers may be brought directly to their service area and wait under Parc Fermé conditions until the FIA Technical Delegate gives authorisation to repair it or not.

Service of retired cars of any FIA priority Driver must respect all the relevant conditions of these Regulations. The car may be removed once for service at any time from the Parc Fermé for a maximum of 3 hours, 4 hours for P1 cars (including the 45' flexi-servicing and any maximum lateness allowed between two time controls). However, all such priority cars must be returned to the Parc Fermé at least 4 hours before the start of the next section after an overnight regroup.

For P1 cars, the 4-hour period can be split in 2 sections of time, the amount of time per section is at the discretion of the team.

54.1.3 Repairs/Service of cars of non-priority Drivers

Subject to Art. 54.1.1, there are no restrictions on service of retired cars of non-priority crews, but their cars must be present in the Parc Fermé at least 4 hours before the time of the start of the next section after an overnight regroup. This time may be extended by the Clerk of the Course.

54.2 TECHNICAL REQUIREMENTS OF REPAIRED CARS

Only when a repaired car has passed inspection on safety grounds by the scrutineers may it re-start the next section as indicated above. It is recalled that Arts. 31.1.8, 16.1.2 and 16.1.3 still apply for repaired and restarting cars.

SERVICE

55. SERVICING – GENERAL CONDITIONS

55.1 PERFORMING OF SERVICE

55.1.1 From TC0, service of a competing car may be carried out only in Service Parks and as otherwise permitted under these Regulations, except for repairs to retired cars of non-priority Drivers intending to re-start. Where a car has suffered an accident, any repairs shall remain subject to the inspection and authorisation requirements of these Regulations.

The crew, using solely the equipment on board and with no external physical assistance, except if such physical assistance is provided by another P1 crew entered under the same Competitor licence and nominated to score points, may perform service on the car at any time, other than where this is specifically prohibited.

55.2 TEAM PERSONNEL & SERVICE RESTRICTIONS

55.2.1 The presence of team personnel or any team conveyance (including helicopters) is prohibited within 1 kilometre of its competing car except:

- In Service Parks and remote service areas
- Whilst the cars are in a regroup
- In tyre fitting areas and tyre exchange areas
- For one team member per car in official car wash areas
- Where permitted by Bulletin
- In Special Stages
- Whilst the cars are in a media area
- Where the competing cars following the route as prescribed in the road book are required to use the same road(s) at the same time as team personnel, provided that they do not stop at the same location at the same time
- In the location of the Power Stage Podium.
- For each registered Constructor, 2 team personnel which must be duly accredited by the Promoter and wearing the Media tabards provided by the Promoter, for social media content purposes.

55.2.2 The passing of food, drink, clothing and information (data card, road book, etc.) to or from the crew is permitted whilst the crew members are:

- at media areas;
- in (or waiting to check in) Service Parks, tyre fitting areas, remote service areas, or at regroups.

During the (or while waiting to check-in) tyre fitting area, remote service areas and regroups the crews are moreover allowed to go to their service bays (or to facilities provided by the Organiser or the Competitor if the area is not close to the Service Park), after having fulfilled their media obligations, if any.

The above provisions shall also apply during the regroup before the Power Stage (or the media area, if any), unless otherwise stipulated in the Supplementary Regulations of the Rally or in a Bulletin.

55.2.3 Should a car be unable to be restarted and driven under its own power from the Parc Fermé to the service area before service, the officials/marshals and/or team personnel shall be permitted to push or tow the car to its dedicated service bay.

55.2.4 It is permitted to have a competition car linked by a cable to a computer that is positioned inside the service area and operated by a person without an armband. This person may not touch the car or any parts to be fitted to the rally car.

55.2.5 During Shakedown and for P1 Drivers only, one team member may connect a laptop and collect data after the stop control of the stage. No other work on the car is permitted.

55.3 LIMITATION ON NUMBER OF PERSONNEL

Cars entered by a Constructor for the purpose of scoring points in the WRC Championship for Constructors:

55.3.1 In case 2 cars are entered in a rally for the purpose of scoring points:
Competitors may have up to eight (8) persons working on their cars, plus one medical assistant who shall deal with medical and Driver equipment matters. Except in tyre marking and control zones, TFA/RSA, or when driving a car between the Parc Fermé and the Service Park, these persons must wear the armbands provided by the FIA.

55.3.2 In case 3 cars are entered in a rally for the purpose of scoring points:
Competitors may have up to twelve (12) persons working on their cars, plus two medical assistants who shall deal with medical and Driver equipment matters. Except in tyre marking zones, TFA/RSA or when driving a car between the Parc Fermé and the Service Park, these persons must wear the armbands provided by the FIA.

56. SERVICE PARKS

56.1 SERVICE PARKS – GENERAL
Throughout the rally there shall be one main Service Park. Organisers may, however, submit to the FIA and the Promoter promotional justification to support relocation during a rally.

56.2 SERVICE PARK SCHEDULES
The schedule for each car in the Service Park is as follows:

56.2.1 Except for events run on gravel, 15 minutes before the first SS following an overnight regroup. For the final day of the rally, an organiser may replace this service with a TFA, as per Art. 59, if stipulated in the Supplementary Regulations.

- Technical checks may be carried out within the Parc Fermé.

56.2.2 30 minutes between two groups of stages
- Preceded by a 3-minute technical zone which may be within a regroup.
- After the completion of the technical checks, all cars of P1 Drivers shall be driven directly to their service bays, without stopping at the Regroup OUT time control. At the service bay the car will stay under Parc Fermé conditions until the service time starts and then again after the service, until the car is driven to the time control. Isolation of the car and time card procedures as stipulated in Art. 58.2 for flexi-service.

56.2.3 45 minutes at the end of each section before an overnight regroup.
- 10-minute technical checks to be carried out in the Parc Fermé preceding flexi-service.

56.2.4 Optional 10-minutes prior to the finish.
- Preceded by a 10-minute technical zone.

56.3 SERVICE PARK IDENTIFICATION
Service parks and Remote Service Areas are indicated in the rally itinerary with a time control at the entrance and exit (the 25 m distance referred to in Appendix I shall be reduced to 5 m).

56.4 SPEED INSIDE SERVICE PARKS
The speed of cars in Service Parks shall not exceed 30 kph. Any infringement shall incur a fine of €25 per kph over the speed limit, applied by the Clerk of the Course and notified to the Competitor concerned.

Infringements of this Service Park speed limit shall not count towards the cumulative number of infringements under Art. 34.3.

Where the Clerk of the Course has reason to suspect that the speeding was intended to avoid late check-in at the Service OUT time control, the matter may be referred to the Stewards, who may impose an additional sporting penalty.

56.5 EXTERNAL ASSISTANCE
Inside the Service Park, it is permitted for officials/marshals and/or team personnel to tow, transport or push a car. Limitation of team personnel as per Art. 55.3 shall not apply.

56.6 LAYOUT OF SERVICE PARKS
56.6.1 The organiser shall allocate to each competing team a clearly defined Team Service Area (defined by length, width and location) within the Service Park, specifying its exact location, length, and width.

All team vehicles, including service and auxiliary vehicles, must be parked entirely within the boundaries of the allocated Team Service Area at all times while in the Service Park.

56.6.2 Any vehicles not parked entirely within the area allocated must be parked in an adjacent parking area with pedestrian access to the Service Park. These vehicles will be allocated an auxiliary plate.

56.6.3 Organisers are encouraged to work with the Promoter to maximise promotional opportunities and viewing for spectators in the Service Park. Where possible, this shall include Competitor access to their allocated service area from the back to enable the public to have access to crews and teams.

56.6.4 For Constructors and WRC Teams, it is forbidden to deliberately impede the view on their rally cars whilst they are parked in their service bay during the service times or whilst waiting for being serviced. Any deviation is subject to a waiver granted by the FIA.

56.6.5 All Competitors registered in WRC2 must be in the same area of the Service Park unless otherwise permitted as per Art. 56.6.6.

56.6.6 A Constructor may send a request to the event organiser and the Promoter to service an additional car or cars in its service area.

56.7 SERVICING: ADDITIONAL REQUIREMENTS FOR SUPPORT CHAMPIONSHIPS

56.7.1 SPACE ALLOCATED

The minimum total space allocated to a Competitor as in Art. 56.6 is specified in WRC Appendix VI.

56.7.2 NUMBER OF ELIGIBLE SERVICE VEHICLES

Only 1 service vehicle or unit per registered Driver is authorised in the service space allocated to a Competitor. Additional vehicles may be authorised, subject to agreement with the rally organiser.

57. EMPTYING AND/OR REFILLING THE TANK IN THE SERVICE PARK

When necessary, as part of service (i.e. changing of fuel tank, changing of fuel pump, changing of fuel filter, changing of any other item of the fuel circuit), emptying and/or refilling is permitted in a Service Park provided that:

- The work is carried out with the knowledge of the organiser
- Fire extinguisher with operator on standby to be provided by the Competitor
- No other work is carried out on the car while the fuel circuit is open and/or during the emptying and/or refilling operation
- A suitable safety perimeter is established around the car
- Only sufficient fuel is added to reach the next refuel area.

58. FLEXI-SERVICE

58.1 GENERAL

Flexi-servicing of 45 minutes shall permit the removal of the competing cars from a Parc Fermé to an adjacent Service Park, with common entry and exit time controls. Any variations must be approved by the FIA and published in the rally Supplementary Regulations. Technical checks lasting 10 minutes must be included in the Parc Fermé before the flexi-service taking place before an overnight regroup. Early check-in at the time control after flexi-service into the overnight Parc Fermé is permitted without penalty.

Flexi-servicing before an overnight regroup:

- For all cars of P1 Drivers, the operational window of flexi-servicing time is limited to a maximum of 2 hours and 10 minutes which start from the moment at which the car checks in at the Technical Zone – Parc Fermé In time control.
- For all other cars, the operational window of flexi-servicing time is left to the discretion of the organiser but must be declared on the rally itinerary. See Appendix II, Art. 4 / 4.5.

58.2 RUNNING OF FLEXI-SERVICE AND TIME SCHEDULES (RALLY1 AND JUNIOR WRC CARS)

58.2.1 After having completed the technical checks and once released by the scrutineers, the crews shall pass the Service IN time control without checking-in, drive to the Service and park their car in their allocated bay. The car shall be isolated with ropes/tapes, and no work shall be carried out on the car except as permitted under Art. 62.5.

58.2.2 The start and the end times of actual service will be marked on the time card by the rally official. After their 45-minute service time P1 Competitors may again set ropes around the car and drive it later to Parc Fermé, so that they can bring all their cars in a convoy to the Parc Fermé if they so wish. It is the Competitor's responsibility to obtain this time from the rally official. The Competitor is likewise responsible for all entries on the time card.

58.2.3 The competing car may be driven by an authorised representative of the Competitor only once from the Service Park to the overnight Parc Fermé, respecting all the formalities of time card presentation and related penalties.

58.3 RUNNING OF FLEXI-SERVICE AND TIME SCHEDULES (ALL REMAINING CARS)

58.3.1 After the 10-minute technical zone inside the Parc Fermé, the crews may then either enter the Service Park or leave their car in the Parc Fermé.

58.3.2 The competing car may be driven by an authorised representative of the Competitor only once from the Parc Fermé to the Service Park and vice versa, respecting all the formalities of time card presentation and related penalties.

59. TYRE FITTING AREAS, REMOTE SERVICE AREAS AND TYRE EXCHANGE AREAS

59.1 TYRE FITTING AREAS (TFA)

59.1.1 At each tyre fitting area:

- A time control at its entrance and exit must be defined.
- The allowed time for the TFA shall be 15 minutes.
- Any work within the defined area may only be performed by the crew alone plus two team members per crew but only using equipment carried on board the competing car, plus a laptop computer, an extra car jack, two lifting ramps and four axle stands which may be brought by a team member.
- The extra tyres to be used may, however, be transported to the area in a service car and be prepared by team members to be fitted to the rally car.
- Details on the transportation of the tyres to the TFA will be specified in the Supplementary Regulations of each rally, as applicable.
- When a TFA is preceded by a regroup, a 3-minute technical zone must be arranged before the TC out of the regroup.

59.1.2 As an exception to the equipment restriction above and subject to the provisions of the Supplementary Regulations, additional lights may be removed from or fitted to/within the car at a Tyre Fitting Area (TFA). The additional lights and any equipment or tools necessary for their installation may be transported to the TFA by a service vehicle.

59.2 REMOTE SERVICE AREA (RSA)

A maximum of one (1) remote service area is permitted per rally, and this must never be on the last competition day. Other options may be submitted for consideration and approval, in accordance with Art. 1.1.2 of these Regulations.

At each Remote Service Area:

- A time control at its entrance and exit must be defined.
- The allowed time for the remote service area shall be 20 minutes.
- Any work within the defined area may be carried out only by the crew and a maximum of three team members per crew. Notwithstanding Art. 55.2.4, any person other than a crew member connecting a computer to the competing car by cable shall be deemed to be performing work on the car and must be counted among the three permitted team members.
- but only using equipment or parts and tools carried on board the competing car and the following items which may be brought by team members:
    - tyres
    - laptop computer
    - an extra car jack
    - two lifting ramps
    - mirrors (right and left)
    - four axle stands
    - shock absorbers
    - suspension springs
    - steering arms
    - suspension arms/ hub-carriers/ connecting parts between the hub carrier and the wishbone/ connecting parts between the rear hub carrier and the toe-link / connecting parts between the hub carrier and the McPherson strut assembly
    - steering brackets (fitted on hub carrier)
    - transversal driveshafts
    - sensors
    - screws, nuts and bolts;

- only the following consumables are permitted: plain water, glue for nuts and bolts, lubricants, coolant, brake fluid and compressed-air canisters used to adjust tyre pressure.
- wheel nut spanners and torque wrench
- the use of hand tools, including wheel-alignment tools and manually operated pumps, is permitted. Spring-replacement tools, whether hydraulically or foot-operated, are prohibited.
- the use of battery-operated tools including any necessary lighting is allowed; A device for draining oil that is activated by compressed air shall not be considered a battery-operated hand tool and is therefore prohibited.
- the use of a battery-operated air compressor
- the addition of plain water to the car systems for which a filling device may be used
- the use of brake bleeding and car cleaning equipment/material
- Drain trays for oil change

- An anti-roll bar may be changed only if the replacement is carried as a spare part in the competing car.
- Details on the transportation of the tyres and items mentioned above to the Remote Service Area will be specified in the Supplementary Regulations of each rally, as applicable.
- When a Remote Service Area is preceded by a regroup, a 3-minute technical zone must be arranged before the TC out of the regroup.
- Ground sheets must be used.
- Spare parts installed inside Rally Cars / Constructors' cars: must be in compliance with Art. 17.7. The spare parts declared under that article shall not be added to, removed or exchanged at a Remote Service Area. Consumables declared under that article shall be used in the RSA but cannot be replaced or added in the car.

59.3 TYRE EXCHANGE AREA (TEA)

59.3.1 Subject to prior FIA approval, the organiser may designate one or more Tyre Exchange Areas (TEAs) on road sections of the rally itinerary. The location and layout of each TEA, the access and parking arrangements, and the maximum number of tyres that may be exchanged per car at each TEA shall be specified in the Supplementary Regulations or in a Bulletin.

59.3.2 Tyres supplied to the crew shall be fitted on rims. The crew shall hand over an equal number of used tyres, fitted on rims, at the same TEA.

59.3.3 A maximum of four team members per Constructor registered in the FIA World Rally Championship for Constructors, and two team members per other Competitor may be present in the TEA. Team members may enter the TEA no earlier than 15 minutes before the expected arrival of the first car they are supporting at that TEA.

59.3.4 Team members may hand over replacement tyres and receive used tyres. They shall not provide tools, spare parts or any other assistance to the crew, except as permitted under Art. 59.3.6.

59.3.5 Only the crew may remove, fit, load or unload tyres on or from the competing car, using only equipment carried on board. No other servicing is permitted. The crew shall leave the TEA immediately after completing the tyre exchange.

59.3.6 Scrutineers shall monitor compliance with this article and scan the exchanged tyres as the competing car leaves the TEA. If spare tyres are required to be scanned, one team member may assist the scrutineers.

59.3.7 Only vehicles displaying a Service or Auxiliary sticker may enter the designated parking and loading or unloading areas. Team vehicles may stop in a loading or unloading area only for that purpose and shall park only in the designated parking area. Team vehicles shall leave the TEA immediately after the tyre exchange for the last car they are supporting has been completed.

FUEL - REFUELLING

60. REFUELLING AND PROCEDURES

60.1 REFUELLING AREA LOCATIONS

60.1.1 Except as detailed for the change of a fuel tank (see Art. 57), Competitors may refuel only in the designated refuel areas (RA) or at commercial filling stations indicated in the road book (non-priority Driver use only) unless otherwise detailed in the Supplementary Regulations.

The refuel areas may be located at:

- the exit of Service Parks
- remote locations on the rally route.

60.1.2 Any refuel areas shall feature on the itinerary of the rally and in the road book. No more than three different RAs between two overnight regroups, one being at the Service Park, may be scheduled.

60.1.3 The entry/exit of RAs shall be marked by a blue can or pump symbol except commercial filling stations.

60.1.4 The organiser shall ensure that appropriate safety measures are in place and that suitable firefighting equipment is present and ready for immediate use at every Refuelling Area.

60.1.5 If there are no commercial filling stations on the route of the rally, the organiser may arrange for a single distribution of fuel, in conformity with Appendix J, to the non-priority Drivers via a centralised system. Such refuel points must comply with all the same safety requirements as for refuel areas.

60.2 PROCEDURE

60.2.1 Only actions inside a RA directly involved in the refuelling of the competing vehicle are permitted.

60.2.2 In all RAs, a 5 kph speed limit will apply.

60.2.3 To access the RA, all personnel involved in refuelling operations must be wearing clothing which will provide adequate protection against fire and includes at least: long trousers, long-sleeved top, closed shoes, gloves and a balaclava.

60.2.4 The fuel supplier or the organiser, whichever is responsible for running the refuel area, is responsible to protect the ground with an environmental mat which shall be composed of an absorbent upper part and an impermeable lower part.

60.2.5 The responsibility for refuelling is incumbent on the Competitor alone.

60.2.6 Engines must be switched off throughout the refuelling operation.

60.2.7 The use of mobile phones, radio communication equipment and any other non-essential electronic devices is prohibited within the RA.

60.2.8 A car may be pushed out of the RA by the crew, and/or officials without incurring a penalty.

61. FUEL USE

61.1 TYPES OF FUEL

61.1.1 All P1, P2, P3 Drivers must use FIA fuel as provided by the FIA-appointed supplier.

61.1.2 Unless otherwise detailed in the rally Supplementary Regulations, non-priority Drivers may use commercially available pump fuel. This fuel must be dispensed directly into the competing car from pumps at filling stations or from organiser distribution points which are marked in the road book.

61.2 ORDERING OF FIA FUEL

61.2.1 No later than 4 weeks prior to the day of the start of the rally, hosted in Europe (10 weeks for events outside Europe) Competitors must notify their fuel requirements to the sole supplier at the address to be given in the Supplementary Regulations of the rally.

61.2.2 Information about times and places of the distribution of FIA fuel throughout the programme of the rally will be given in Rally Guide 2.

61.2.3 Competitors are responsible for settling directly with the supplier, or supplier's agent, all matters relating to supply and payment.

61.3 TECHNICAL REQUIREMENTS

61.3.1 The FIA reserves the right, always and without having to state the reasons, to replace the FIA fuel with another fuel conforming to the Code (Appendix J).

61.3.2 All Competitors are required to fit FIA-specified refuel couplings.

61.3.3 The FIA cannot be held responsible for any consequences of using non-conforming fuel.

61.3.4 The FIA reserves the right to check the fuel of any Competitor at any time. At any time, the car must contain at least 3L of fuel for sampling.

61.3.5 Cars of priority Drivers and RGT Drivers specifically must be fitted with FIA fuel sample couplings (see FIA Technical List N°5).

61.3.6 The appointed supplier will notify the Championship registered Constructors whenever a new batch is introduced. It is the registered Constructors' responsibility to check conformity of the fuel before it is used in competition.

61.3.7 Cars equipped solely with FIA-specified refuel couplings and using fuel as per Art. 61.1.2 must transport the adaptor in the car and show it at pre-rally scrutineering.

62. RULES OF PARC FERMÉ

62.1 APPLICATION

Cars are subject to Parc Fermé rules:

62.1.1 From the moment they enter a regroup park, until they leave it.

62.1.2 From the moment they enter and/or check in at a control zone until they leave it.

62.1.3 From the moment they reach the end of the competition element of the rally until the Stewards have authorised the opening of the Parc Fermé.

62.1.4 From the moment they enter the Power Stage Holding Area until the conclusion of the Power Stage podium formalities and the start of the remaining road section.

62.2 PERSONNEL ALLOWED IN THE PARC FERMÉ

62.2.1 As soon as they have parked their car in the Parc Fermé, the Drivers must stop the engine, and the crew must leave the Parc Fermé. Except as otherwise expressly permitted by these Regulations, nobody, except the officials of the rally carrying out a specific function, is allowed in the Parc Fermé.

62.2.2 Crews may enter the Parc Fermé 10 minutes before their starting time.

62.3 PUSHING OR TOWING A CAR IN THE PARC FERMÉ

Only the officials on duty and/or the members of the crew are authorised to push or tow a competing car inside a Parc Fermé.

62.4 CAR COVERS

Car covers may not be used.

62.5 REPAIRS IN PARC FERMÉ

62.5.1 If the scrutineers consider that the state of a car has become sufficiently defective that safety might be affected, with the permission of the FIA Technical Delegate and in the presence of a scrutineer, one team member may repair or exchange those FIA-homologated safety items in conformity with Appendix J, which are included in an FIA technical list and mounted in the car (i.e. seat belt, extinguisher, etc.).

62.5.2 With the prior consent of the FIA Technical Delegate and the knowledge of the Clerk of the Course and under the supervision of an authorised marshal or scrutineer, the crew and up to 3 team personnel may change the window(s).

62.5.3 If the time taken for completion of the above repairs results in delay beyond the originally scheduled start time, the crew will be given a new start time from completion of the repair, the penalty for which is 1 minute per minute or fraction of a minute, but which may not exceed the maximum permitted lateness as provided under Art. 44.1.

62.6 FUEL CUT-OFF SYSTEM ACTIVATION

It is allowed to open the rear boot or remove the rear lateral windows of Rally1 cars (Appendix J Art. 262) for the sole purpose of activating the compulsory automatic fuel cut-off system.

62.7 FINAL PARC FERMÉ

FIA Safety Tracking Devices and on-board cameras may be removed in the Parc Fermé only with the agreement of the FIA Technical Delegate and under the control of the marshals.

RESULTS & ADMINISTRATIVE REQUIREMENTS AFTER THE RALLY

63. RALLY RESULTS

63.1 ESTABLISHING RESULTS

The results are established by adding together all the Special Stage times and all the time penalties incurred on road sections together with all other penalties expressed in time.

63.2 PUBLICATION OF RESULTS

During the rally, the classifications to be published will be as follows:

63.2.1 Provisional Classifications (see App. II / Standard Documents): classifications published by the organiser at the end of the rally, subject to final scrutineering.

63.2.2 Final Classifications (see App. II - Standard Documents): classifications approved by the Stewards.

63.2.3 In the event of the time of publication of a start list and/or the Provisional Classification being delayed, this new time must be advised by a Communication by the Clerk of the Course on the digital notice board.

63.3 DEAD HEAT IN A CHAMPIONSHIP RALLY

In the event of a dead heat, the Competitor who sets the best time on the first Special Stage which is not a super Special Stage will be proclaimed the winner. If this is not sufficient, the times of the second, third, fourth, etc. Special Stages shall be taken into consideration. This principle can be applied at any time during the rally.

For provisional and final classifications which cover only parts of the competition, the first (or second, third, etc.) Special Stage of that specific part of the competition shall be taken into consideration to resolve the dead heat.

64. PROTESTS AND APPEALS

64.1 LODGING A PROTEST OR APPEAL

All protests and/or appeals must be lodged in accordance with Arts. 13 and 15 of the Code and, where applicable, with the FIA Judicial and Disciplinary Rules.

64.2 PROTEST OR PETITION FOR REVIEW DEPOSIT

The protest or petition for review deposit is €1,000 (or the equivalent in US dollars at the rate of the day) and must be paid in cash or by credit card. If paid by credit card, any reimbursement will be made through FIA Administration.

64.3 ADDITIONAL DEPOSIT

If a protest requires the dismantling and reassembly of a clearly defined part of the car, any additional deposit may be specified by the Stewards in accordance with Art. 13.4.3 of the FIA International Sporting Code.

64.4 COST ALLOCATION

64.4.1 The expenses incurred in the work and in the transport of the car shall be borne by the protester if the protest is unfounded, or by the Competitor against whom the protest is lodged if it is upheld. If the protest is partially founded, the additional deposit can be refunded in parts based on a decision by the Stewards.

64.4.2 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the additional deposit, the difference shall be borne by the protester. Conversely, if the expenses are less, the difference shall be returned.

64.5 APPEALS

For the applicable appeal fee and the applicable appeal deposit please refer to the Judicial and Disciplinary Rules of the FIA, available on the FIA website.

64.6 OUT-OF-COMPETITION STEWARDS PANEL

a) For the entire duration of the Championship season, the FIA will appoint a standing panel of stewards ("Out-of-Competition Stewards Panel") in accordance with Art. 11.5 of the Code, which shall comprise at least five members.

b) In accordance with Art. 11.5.4 of the Code, the FIA may refer an alleged breach of the applicable sporting, technical and/or operational regulations to the Out-of-Competition Stewards Panel:

   i. where it occurs outside the framework of an Event, subject to the Art. 11.7.1.b of the Code;

ii. where the matter is time-sensitive such that it would not be appropriate to delay resolution until the next Event;

iii. where the alleged breach does not have an immediate and direct impact on an Event; or

iv. where the alleged breach relates to or has an impact on more than one Event.

The FIA will give the relevant Competitor a notice of its intention to refer an alleged breach to an Out-of-Competition Stewards Panel.

c) The Stewards appointed for an Event may delegate their authority to the Out-of-Competition Stewards Panel in accordance with Art. 11.7.1.a.ii of the Code.

65. RALLY PRIZE-GIVINGS

65.1 PODIUM CEREMONY

The Championship podium ceremony shall be conducted in accordance with the FIA Media and Operations Guidelines and the Promoter Event Operations Manual. All P1 crews and those crews nominated by the organiser with the approval of the FIA Media Delegate and Promoter are required at the podium ceremony. Attendance for other crews is not mandatory.

Failure by any crew member and/or team representative required to attend the podium ceremony to do so shall constitute an infringement of these Regulations.

65.2 PRIZE-GIVING

If an organiser wishes, there may be a social / sponsor / civic gathering on the same evening. If crew attendance is required, this must be stated in the Supplementary Regulations.

66. ANNUAL FIA PRIZE-GIVING

66.1 LIST OF FIA TITLES

The following titles will be awarded by the FIA for each Championship season:

- FIA WRC1 World Rally Champion (*)
- FIA World Rally Champion for Constructors
- FIA World Rally Champion for Teams
- FIA WRC2 Champion (*)
- FIA WRC Masters Cup (*)
- FIA WRC3 Champion (*)
- FIA Junior WRC Champion (*)

(*) applicable for Driver and/or Co-Driver

66.2 ATTENDANCE REQUIREMENTS

The attendance of the following at the annual FIA Prize-Giving Ceremony may be requested by the FIA:

- The Driver and the Co-Driver winning the WRC1 Drivers' Championship
- The Driver and the Co-Driver finishing second in the WRC1 Drivers' Championship
- The Driver and the Co-Driver finishing third in the WRC1 Drivers' Championship
- The Driver and the Co-Driver winning the WRC2
- The Driver and the Co-Driver winning the WRC3
- The Driver and the Co-Driver winning the Junior WRC Championship
- A senior representative of the Constructor winning the Constructors' Championship
- A senior representative of the WRC Team winning the WRC Teams Championship

66.3 ABSENCE

Save in a case of force majeure, absence will entail a fine of a maximum of €50,000 imposed by the FIA.

67. TESTING

67.1 TESTING PERMITTED WITH RALLY1 CARS

For any Constructor, WRC Team or private Rally1 Driver registered in the Championship, testing (as defined in Art. 2) is permitted:

67.1.1 if conducted:

a) as a roll-out or systems check
b) a pre-event test (PET)
c) a development test

67.1.2 In European countries only, excluding Turkey. For teams whose technical operations are based outside Europe, it may be possible to request a waiver from the FIA.

67.2 ROLL-OUT AND SYSTEMS CHECKS FOR CONSTRUCTORS AND WRC TEAMS

67.2.1 The purpose of the roll-out and system checks is only to verify the operation of a car or its systems.

67.2.2 Roll-out and system checks shall take place only at the permanent systems check site declared to the FIA by the Constructor or WRC Team before 1 January of the relevant year. The site shall comprise a maximum total road distance of 2 km within an area no more than 5 km in diameter. The site and the roads to be used shall be submitted to the FIA in an electronic mapping format.

67.2.3 The number of roll-outs and systems checks at the declared site is unlimited.

67.3 DRIVER'S CATEGORY

67.3.1 For the purposes of this article., Drivers have been divided into two different categories, with each category being allocated a different number of testing days per year.

67.3.2 Each Driver's category shall be determined on 1 January and shall apply for the remainder of the calendar year.

67.3.3 An Elite Driver is a Driver who:

a) started at least six rounds of the Championship as a Priority 1 Driver in the preceding season, or
b) finished in the top three of the final classification of the FIA World Rally Championship for Drivers at least once.

67.3.4 All other Drivers are non-elite Drivers.

67.4 PRE-EVENT TESTING (PET)

67.4.1 Each pre-event test day (PET Day) shall be declared against a named Driver and a specified round of the Championship for which that Driver is entered or intends to enter with a Rally1 car.

67.4.2 The following limits apply to each Driver, irrespective of the number of Constructors or WRC Teams or private Rally1 cars for which the Driver tests:

Driver category	Maximum PET days per rally entry	Maximum PET days per calendar year
Elite Driver	1	10
Non-Elite Driver	2	20

67.4.3 If the named Driver does not enter the specified rally with a Rally1 car, any PET day already used for that entry shall be charged to the applicable development testing allowance under Art. 67.5. The declaring Constructor or WRC Team shall notify the FIA and identify the Homologating Constructor to whose allowance the day is to be charged. The reallocation shall not increase that allowance.

67.4.4 The Constructor, WRC Team or private Rally1 Driver shall declare each PET Day for which it is responsible using the form prescribed by the FIA Road Sport Department. The declaration shall be submitted at least five days prior to the first day of the test and shall specify the test dates and location, the car to be used, the name of each participating Driver and specify the rally for which the test is being conducted.

67.4.5 Where more than one Driver takes part in a pre-event test on the same day, one PET Day shall be charged to the allowance of each Driver who drives the car.

67.5 DEVELOPMENT TESTING

67.5.1 Development testing may be conducted only by a Homologating Constructor. A development test day shall be declared against a named Driver of any category and shall not be linked to a rally entry.

67.5.2 The following limits apply to each Homologating Constructor for the relevant Rally1 car:

Calendar year of homologation	Maximum development test days	Additional days reserved for development of a variant of that car
First	15	5
Second	15	2
Third and subsequent	10	2

67.5.3 For the purposes of Art. 67.5.2, the calendar year in which the car's initial homologation takes effect shall count as the first year.

67.5.4 The Constructor shall declare every development test day for which it is responsible, using the form prescribed by the FIA Road Sport Department. The declaration shall be submitted at least five days before the first day of the test and shall identify the test dates and location, the car and Driver.

67.6 BANNED TESTING

For Constructors, WRC Teams and private Rally1 Drivers registered in the WRC Championship, testing (as defined in Art. 2) is banned:

67.6.1 In the country of any World Rally Championship round from the start of reconnaissance until the end of the rally.

67.6.2 On any road which is used as a Special Stage of any current Championship rally.

67.7 PRESS, MEDIA OR PR FUNCTIONS

Teams organising press, media or PR functions who believe they may be contravening Art. 67 herein must first advise the FIA and the FIA Media Delegate.

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APPENDICES

APPENDIX I STANDARD CONTROL ZONE LAYOUTS AND CONTROL AND AREA SIGNS

APPENDIX II STANDARD DOCUMENTS

	DOCUMENT	**AVAILABILITY**
1	Supplementary regulations	DNB - Website + (printed optional)
2	Bulletins	DNB - Website
3	Rally Guide (1 and 2)	Website + (printed optional)
4	Itinerary	DNB - Website + printed (with supplementary regs)
5	Road book	Printed and Website
6	Timecard	Printed
7	Standard Entry Form	Online
8	Entry Lists	DNB - Website
9	Start Lists & Results at the Rally	DNB - Website
10	Media Safety Book (optional)	Website

The following additional documents are required, but are of free format:

- Safety plan
- Maps
- Programmes
- Helicopter information (if applicable)

APPENDIX III SAFETY

APPENDIX IV PODIUM CEREMONY

APPENDIX V HOMOLOGATION OF TYRES

APPENDIX VI ENTRY FEES, ADMINISTRATIVE PACKAGE AND PERMANENT PASSES

APPENDIX VII START LIGHT SEQUENCE

APPENDIX VIII ORGANISATIONAL REQUIREMENT SPECIFICATIONS

APPENDIX IX WRC RIGHTS

APPENDIX X ENVIRONMENTAL MANAGEMENT

APPENDIX XI ON-BOARD CAMERAS

APPENDIX XII FIA WRC SUPER LICENCE

APPENDIX I – FIA STANDARD CONTROL ZONE LAYOUTS AND CONTROL AND AREA SIGNS

Standard Control Zone Layout

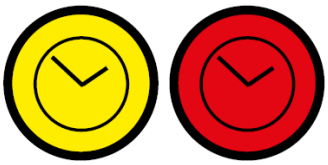
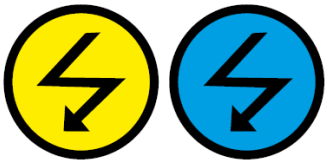
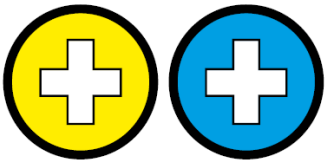
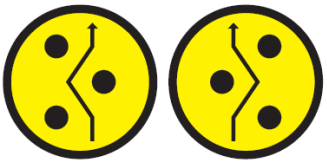
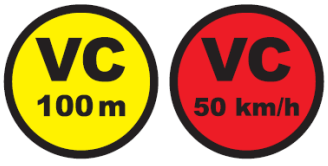
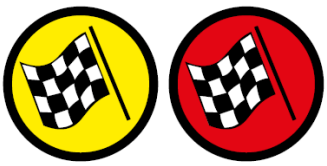
CONTROL ZONE (diameter of signs: about 70cm)			
Direction of travel	⇨	⇨	⇨
	YELLOW SIGNS Zone entry	RED SIGNS Compulsory stop	BEIGE SIGNS End of zone
PASSAGE CONTROL	⇦min. 25 m⇨	⇦25 m⇨	
TIME CONTROL	⇦min. 25 m⇨	⇦25 m⇨	
TC AT SERVICE PARK ENTRANCE	⇦5 m ⇨	⇦5 m⇨	
TC AT SERVICE EXIT	⇦5 m⇨	⇦5 m ⇨ Usually followed by a Refuel Area and/or Tyre Marking Area	
TIME CONTROL AND SS START	⇦min. 25 m⇨	⇦50-200 m ⇨ ⇦25 m ⇨	
With recomended Tyre Warming Zone	⇦min. 25 m⇨	⇦min. 500 m⇨ ⇦min. 100 m⇨ ⇦25 m⇨	
END OF SS	⇦100 m⇨	⇦min. 300 m ⇨ STOP ⇦25 m⇨	
COMPETITOR SAFETY (diameter of the signs: about 70cm)			
RADIO POINT	⇦100 m⇨		
MEDICAL VEHICLE	⇦100 m⇨		
CHICANE	or	Signs at the entrance to the chicane	
VIRTUAL CHICANE	VC 300 m ⇦100 m⇨ VC 200 m ⇦100 m⇨ VC 100 m ⇦100 m⇨ VC 50 km/h ⇦150-250 m⇨		

Distances shall be respected as near as practically possible.

Standard Areas Layout

OTHER FIA STANDARD RALLY SIGNS (diameter of the signs: about 70cm)			
TYRE MARKING AREA		One sign for all tyre operations	
REFUELLING AREA		One sign for all refuel operations	
SERVICE AREA		One sign for service operations	
MEDIA AREA		One sign for media areas	

Standard Control and Area Signs

TIME CONTROL  Color of control zone entry: **YELLOW** Color of control: **RED**	**TYRE WARMING ZONE**  Color: **BLUE**	**SS START**  Color: **RED**
RADIO POINT  Color of the warning: **YELLOW** Color of the point: **BLUE**	**MEDICAL VEHICLE POINT**  Color of the warning: **YELLOW** Color of the point: **BLUE**	**CHICANE**  Color: **YELLOW**
VIRTUAL CHICANE  Color of distance countdown: **YELLOW** Color of control: **RED**	**FLYING FINISH LINE**  Color of control zone entry: **YELLOW** Color of control: **RED**	**STOP CONTROL**  **Color: *RED***

STOP CONTROL  Color: **RED**	**END OF ZONE** **END OF AREA**  Color: **BEIGE**	**PASSAGE CONTROL**  Color of control zone entry: **YELLOW** Color of control: **RED**
BIN  Color: **BLUE**	**TOILET**  Color: **BLUE**	**BEGIN OF MEDIA AREA**  Color: **BLUE**
BEGIN OF SERVICE AREA  Color: **BLUE**	**BEGIN OF REFUELLING AREA**  Color: **BLUE**	**BEGIN OF TYRE MARKING AREA**  Color: **BLUE**

APPENDIX II – STANDARD DOCUMENTS

1. SUPPLEMENTARY REGULATIONS

Each rally must produce Supplementary Regulations (Art. 2.1.3.a of the Code). An electronic version of the Supplementary Regulations must reach the FIA at least three months before the start of the rally.

Within three weeks following receipt of the draft, the FIA will inform the organiser of any modifications to be made and will issue a visa authorising their publication.

The FIA approved Supplementary Regulations must appear on the official rally website at least 2 months before the start of the rally.

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2.4 Organising committee

2.5 Stewards

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- Closing date of entries
- Closing date for tyre orders
- Closing date for fuel orders
- Issuing of the road book, map and Rally Guide 2
- Publication date of the Entry List
- Closing date for order of extra services in service park
- Closing date for Shakedown registration (if required)
- Rally HQ opening/closing
- Collection of material and documents
- Administrative checks
- Collection of tracking systems for reconnaissance
- Start of reconnaissance
- Opening of media centre and media accreditation
- Collection of rally safety tracking systems
- Scrutineering – sealing & marking of components
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- Drivers' Safety Briefing
- Team Managers' Meeting
- Tabard Media Safety Briefing
- Helicopter pilots' briefing (if applicable)
- Publication of Shakedown Start List
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2. BULLETINS

Bulletins are defined in Article 2 of these Regulations. They may be issued either:

By the organisers, up to the commencement of administrative checks with the approval of the FIA. Exceptionally, modifications to the itinerary or to the reconnaissance programme, as approved at the time of Visa issue, may be made by the organiser. Nevertheless, such modifications must be advised to the FIA

or

By the Stewards throughout the competition. However, bulletins detailing modifications to the itinerary may be issued by the Clerk of the Course. Nevertheless, such modifications must be advised to the Stewards.

Bulletins must be numbered and dated (date and posting time). They shall be posted on the Digital Official Notice Board and published simultaneously on the event website.

Where possible, notifying competitors electronically of publication of a bulletin is recommended.

The competitors (or crew members) must confirm receipt thereof by signature or by electronic confirmation, unless this is materially impossible during the running of the rally.

A Bulletin may only be published after the approval of the FIA or after being issued by the stewards (where applicable).

3. RALLY GUIDES

3.1 RALLY GUIDE 1 (RG1)

Published on the official website of each rally at least 4 months before the start of the rally. The concept is to provide potential competitors with sufficient information to enter the rally and make travel bookings and hotel reservations.

Notification (by email) of the publication of RG1 should be sent to:

- WRC Constructors
- Competitors from previous years (optional)
- FIA
- Promoter
- FIA Delegates
- Support series representatives (if applicable)
- Tyre manufacturers
- Fuel supplier
- FIA Timing & Tracking supplier
- Others on request

CONTENT

1. Introduction
2. Organiser contact Details
   Position, name, phone and email of
   - Event Director
   - Clerk of the Course
   - Chief Safety Officer
   - Rally Secretary
   - Chief Medical Officer
   - Media Officer
   - Service Park Manager
3. HQ
   Location & contact details
4. Media Centre
   Location & contact details

5. Digital Notice Board (DNB)
6. Programme and critical deadlines before and during the rally week
7. Titles for which the rally counts and Entry fees.
8. Service Park
   Location
   Access for Constructors and all competitors
   Surface
   Facilities (water connections, WC, general lightning, containers…)
   Additional facilities (wifi, private WC…)
9. Special requirements if any (Vehicles regulation, driving licenses, shipment…)
10. Two-way radio
11. Fuel / Tyre deadline orders
12. Import of vehicles and spare parts
13. Helicopters
14. Hotels
15. VIP companies – Hospitality arrangements

3.2 Rally Guide 2 (RG2)

The concept is to have all rally paperwork in one electronic or printed document whether for media, officials or competitors. Any new and/or supplementary information from Rally Guide 1 should be clearly identified.

Published as an electronic document and distributed immediately after the close of entries (4 weeks before the start of the rally) to the list as for RG1 plus:

1. Introduction
2. Service Park:
   - Environmental requirements in the Service Park
3. Media:
   - Teams' media contacts
   - Expected media coverage
4. Medical and Safety services
   - Emergency contacts
   - Hospitals (name and address)
   - Towing Service
   - Security companies

Appendices

1. Itinerary compared with previous years
2. Maps:
   - Overall and each leg
   - SS maps
   - Recce maps
3. Layouts:
   - HQ
   - Service park
   - Opening Ceremony (holding area if any)
   - Scrutineering
   - Medical Centre
   - Tyre Fitting Area Layout (if applicable)
   - Remote Service Area Layout (if applicable)
   - Finish area
4. Useful Routes (links)
   - Service Park to Scrutineering
   - Service Park to HQ
   - Service Park to Shakedown Remote Service Area (if any)
   - Service park to Tyre Fitting Area (if any)
   - Service park to Remote Service Area (if any)

4. ITINERARY

4.1 EXAMPLE LAYOUT OF ITINERARY

SHAKEDOWN ***Thursday, dd Month yyyy***

			Distances			
					Sunrise 7:00	
TC	Location	SS	Road	Total	Allowed time	1st car due
TCSD			8,64	8,64		08:56
SD	***Shakedown Millenial Forest***	***5,60***			***0:05***	***09:01***
			12,64	18,24		
	SD Totals	**5,60**	**21,28**	**26,88**		

SD

SECTION 1 ***Thursday, dd Month yyyy***

0	Start of the Rally, Service Park					18:40
1			10,49	10,49	0:22	19:02
SS1	***Gravel Pit Super Stage***	***2,06***			***0:03***	***19:05***
1A	Parc Fermé IN		14,49	16,55	0:25	19:30
						Sunset 19:30
	Thursday Totals	**2,06**	**24,98**	**27,04**		

Section 1

v 1 *d.m.yyyy*

SECTIONS 2 & 3 ***Friday, dd Month yyyy***

Sunrise 7:01

TC	Location	Distances SS	Road	Total	Allowed time	1st car due	
1B	Parc Fermé OUT - Service IN					07:30	
	Service A	**(2,06)**	**(24,98)**	**(27,04)**	**15'**		
1C	Service OUT				0:15	07:45	
RA	Refuel Service Park						
1	Distance to next Refuel	(37,60)	(66,00)	(103,60)			
2			53,05	53,05	1:13	08:58	Section 2
SS2	***Sherwood Forest 1***	***19,72***			***0:03***	***09:01***	
3			8,75	28,47	0:52	09:53	
SS3	***Villa Bianca 1***	***17,88***			***0:03***	***09:56***	
RA	Remote Refuel Castellar		(4,20)				
2	Distance to next Refuel	(23,32)	(78,15)	(101,47)			
4			8,05	25,93	0:48	10:44	
SS4	***San Miguel 1***	***23,32***			***0:03***	***10:47***	
4A	Technical Zone & Regroup IN		74,30	97,62	1:55	12:42	
4B	Regroup OUT - Service IN				0:30	13:12	
	Service B	**(60,92)**	**(144,15)**	**(205,07)**	**30'**		
4C	Service OUT				0:30	13:42	Section 3
RA	Refuel Service Park						
3	Distance to next Refuel	(37,60)	(66,00)	(103,60)			
5			53,05	53,05	1:13	14:55	
SS5	***Sherwood Forest 2***	***19,72***			***0:03***	***14:58***	
6			8,75	28,47	0:52	15:50	
SS6	***Villa Bianca 2***	***17,88***			***0:03***	***15:53***	
RA	Remote Refuel Castellar		(4,20)				
4	Distance to next Refuel	(23,32)	(78,15)	(101,47)			
7			8,05	25,93	0:48	16:41	
SS7	***San Miguel 2***	***23,32***			***0:03***	***16:44***	
7A	Technical Zone IN		74,30	97,62	1:55	18:39	
7B	Technical Zone OUT - Flexi-service IN				0:10	(18:49)	
	Flexi-service C	**(60,92)**	**(144,15)**	**(205,07)**	**45'**		
7C	Flexi-service OUT - Parc Fermé IN *				0:45	(19:34)	
	All cars (except P1 and restarting crews) must enter Parc Fermé no later than:					22:00	
	Friday Totals	**121,84**	**288,30**	**410,14**			

Sunset 19:29

* Early arrival is permitted.

v 1 *d.m.yyyy*

SECTIONS 4 & 5 ***Saturday, dd Month yyyy***

Sunrise 7:02

TC	Location	Distances SS	Road	Total	Allowed time	1st car due	
7D	Parc Fermé OUT					8:00	
RA	Refuel Service Park						
5	Distance to next Refuel	(43,96)	(63,05)	(107,01)			
8			47,32	47,32	0:59	8:59	
SS8	***Filippo Guiseppe 1***	***15,65***			***0:03***	***09:02***	
9			9,69	25,34	0:50	9:52	
SS9	***Guilermo Iglesias 1***	***28,31***			***0:03***	***09:55***	
RA	Remote Refuel - Solace		(6,04)				
6	Distance to next Refuel	(22,79)	(51,61)	(74,40)			
10			12,18	40,49	1:04	10:59	
SS10	***Maria las Vegas 1 (Live TV)***	***22,79***			***0:06***	***11:05***	
10A	Technical Zone & Regroup IN		44,92	67,71	1:20	12:25	
10B	Regroup OUT - Tyre Fitting Area IN				0:40	13:05	
	Tyre Fitting Area - Calamare	**(66,75)**	**(114,11)**	**(180,86)**	**15'**		
10C	Tyre Fitting Area OUT				0:15	13:20	
RA	Refuel Service Park		(0,55)				
7	Distance to next Refuel	(43,96)	(37,76)	(81,72)			
11			22,58	22,58	0:39	13:59	
SS11	***Filippo Guiseppe 2***	***15,65***			***0:03***	***14:02***	
12			9,69	25,34	0:50	14:52	
SS12	***Guilermo Iglesias 2***	***28,31***			***0:03***	***14:55***	
RA	Remote Refuel - Solace		(6,04)				
8	Distance to next Refuel	(22,79)	(105,44)	(128,23)			
13			12,18	40,49	1:04	15:59	
SS13	***Maria las Vegas 2 (Live TV)***	***22,79***			***0:03***	***16:02***	
13A	Technical Zone IN		99,30	122,09	2:15	18:17	
13B	Technical Zone OUT - Flexi-service IN				0:10	(18:27)	
	Flexi-service D	**(66,75)**	**(143,75)**	**(210,5)**	**45'**		
13C	Flexi-service OUT - Parc Fermé IN *				0:45	(19:12)	
	All cars (except P1 and restarting crews) must enter Parc Fermé no later than:					21:45	
	Saturday Totals	**133,50**	**257,86**	**391,36**			

Section 4 ***Section 5***

Sunset 19:28

* Early arrival is permitted.

v 1 *d.m.yyyy*

SECTIONS 6 & 7 ***Sunday, dd Month yyyy***

Sunrise 7:03

TC	Location	Distances SS	Road	Total	Allowed time	1st car due	
13D	Parc Fermé OUT					8:15	Section 6
RA	Refuel Service Park						
9	Distance to next Refuel	(26,50)	(35,00)	(61,50)			
14			28,80	28,80	0:47	9:02	
SS14	***Wolfenberg 1 (Live TV)***	***26,50***			***0:03***	***09:05***	
RA	Remote Refuel - La Cumbre		(6,20)				
10	Distance to finish	(26,50)	(47,20)	(73,70)			
14A	Regroup IN		12,10	38,60	0:50	09:55	
14B	Regroup OUT				1:35	11:30	Section 7
15			28,95	28,95	0:37	12:07	
SS15	***Wolfenberg 2 Wolf Power Stage (Live TV)***	***26,50***			***0:03***	***12:10***	
15A	Rally Finish *		12,35	38,85	0:50	13:00	
	Sunday Totals	**53,00**	**82,20**	**135,20**			

Sunset 19:27

* Early arrival is permitted.

v 1 *d.m.yyyy*

TOTALS OF THE RALLY				
	SS	**Road**	**Total**	**%**
Thursday	2,06	24,98	27,04	7,62 %
Friday	121,84	288,30	410,14	29,71 %
Saturday	133,50	257,86	391,36	34,11 %
Sunday	53,00	82,20	135,20	39,20 %
Total	**310,40**	**653,34**	**963,74**	**32,21 %**

4.2 NOTES REGARDING THE LAYOUT

- TC 0 is always the start of the competitive element of the rally. A 'standalone' Opening Ceremony is not considered as TC 0.
- Boxes showing visits to Service Park, Tyre Fitting Areas and Remote Service Areas should have a thick black surround and, when printed in colour, a light blue infill shade.
- All visits to the Service Park carry a letter A, B, C etc.
- Boxes showing regroups or other TC activities should have a thin black surround and no infill shade.
- Boxes showing any refuel should have a thin black surrounding and a yellow infill shade.
- Boxes showing section distances before an overnight regroup and End of Rally total figures should have a thin black surrounding and a light grey infill shade.
- Section numbers in right hand margin, light grey infill shade.

4.3 NOTES REGARDING TIMING

- Allowed times for road sections are calculated by measuring the actual driving time on the weekday and time of the rally, following the speed limits and adding time for refuelling, if any (5'), tyre marking (3') and for drivers' preparation before the stage (5').
- Allowed times between stages must comply with Art. 10.1.5
- 'Dead time' between TC and special stage start is normally 3'. For Live TV stages it is recommended to be 6', except for Power Stage normal 3'.
- Minimum recommended time for a regroup is 20'.
- When calculating allowed time from a special stage to a Media Area, note the requirement in Art. 41.7.
- Shakedown shall start at hh:01 and include a 5' TZ for the first scheduled runs (as per Start List).
- Live TV stages shall start at hh:05, or at hh:35 if agreed with the Promoter.
- Power Stage shall start at hh:10.
- The method of calculating the 'All cars (except P1 and restarting crews) must enter Parc Fermé no later than' is: the scheduled due time of the last competitor at Service IN + 30' maximum lateness + 45' service time + 15' 'safety net'.

4.4 NOTES REGARDING REFUELLING

- See Art. 60.1.2 regarding the number of Refuelling Areas per day.
- Consider the requirement for FIA fuel availability after the overnight regroup for competitors 're-starting' the rally after a temporary retirement.

4.5 MANDATORY REST HOURS

- The time between the first time control of a day until the Technical Zone IN time control at the end of the same day (or TC Parc Fermé IN, if there is no flexi-service) is considered as rally competition hours.
- The time between the Technical Zone IN time control at the end of that day (or TC Parc Fermé IN, if there is no flexi-service) and the first time control of the next day is considered as rest hours.
- The total of rest hours shall not be less than the total of rally competition hours when the first day's competition hours are excluded.
- Rest hours after any individual day shall not be less than 10h, and at least one of the days shall be followed by a minimum of 12 rest hours as defined above.

5. ROAD BOOK CONTENT & DESIGN

- The road book must be available digitally at least 4 weeks before the start of the rally.
- Headings shall be in English and/or the national language (optional).
- There may be one book for the entire rally or a different book for each appropriate Section, which is recommended. If different books are used, there should be an easy method of distinction.
- The itinerary for the entire rally must appear in each road book.
- A page of all the symbols used must appear in the front of the road book.
- When a rally route is duplicated (i.e. 2 identical loops) organisers are encouraged to economise by printing one common set of route instructions. In this case, each page heading must include the different TC's, stage and section numbers. Clear reference must be made to 'return to page X' for the second passage.
- Repeated plans of service park layouts for each visit are not necessary. However, plans are important when there is a change of TC location. Each road book should include at least one SP plan.
- Layout plans of Tyre Fitting Areas and Remote Refuel Areas should be included, if applicable.
- Inclusion of route instructions for shakedown, 'return to start' loop (if any) and road sections from/to the service park.
- Alternative routes for each day must be included as a section at the end of the corresponding road book for each day.
- Instructions for tripmeter cross-reference to GPS distance must be included.
- The time allowed for each section should be expressed in hours and minutes.
    - Other requirements:
    - Retirement form
    - Enquiry form
    - Accident procedure (see WRC Article 52.3 and 52.4).
- The road book shall be A5 size and bound on the left side with a metal or other suitably strong binding capable of 360° opening.
- Printing should be double-sided, with a paper of thickness of 90 gsm or greater.
- Printing shall be on white paper. There is no requirement to use colour to distinguish between special stages and road sections, this being achieved by a shading of the "Direction" column.
- Alternative routes may use paper of a different colour.
- Individual stage maps shall include:
    - A scale
    - The direction North
    - Reconnaissance route
    - Alternate route
    - Location of start/finish and all emergency vehicle points.
- A new page is required for the start of each road section or special stage. A new page from the stop point after a special stage is not necessary, this being a continuation on the same road section.
- Where a road section is followed by a special stage, the diagram illustrating the start of the special stage must also be shown at the end of the road section as Box 1.
- When the partial distance between two junctions is less than 200 metres, the horizontal line between the boxes is not needed EXCEPT between TC and SS start.
- The thick vertical line between the "Direction" and "Information" columns shall be in-filled in black where the road surface is gravel and left blank (white) where the surface is tarmac or sealed.
- The number of the special stage shall be placed on the side of the page to enable easy location of the stage.

When printing is double-sided this number should be on the outside edge i.e. opposite the bound edge of the page. The number must appear only on pages relating to the special stage.

- All the emergency vehicle and ambulance points must be indicated by the appropriate symbols.
- The GPS location of the start and finish of each special stage and of the regroups and service parks must be shown. This shall be expressed in the form of degrees, minutes AND DECIMALS of minutes i.e.: 139° 36.379'.
- There shall be no more than 6 instructions per page.
- Photographs or diagrams of control locations may be included.
- Road numbers shall be included where relevant.
- A variation in the thickness of the direction arrow should be used to indicate a major / minor road, not the direction to be taken.

OTHER USEFUL INFORMATION

- A tripmeter point on long junction drawings, such as roundabouts, is mandatory.
- On road sections, the junctions to or from another SS should be identified.
- List of hospitals / medical centres.
- Telephone numbers for rally HQ and emergency services.
- ·Road book SS box numbers placed on the route.
- To mark where the organiser place toilets and bins on the rally route (road book boxes).
- A competitor's time record page.
- Advice of the partial distance to the next junction at the base of each page (especially when junctions are in rapid succession).

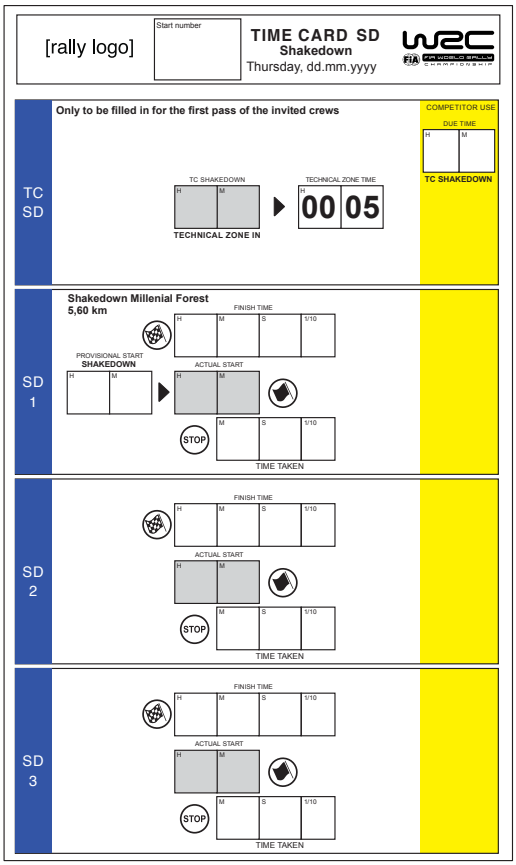
6. STANDARD FIA TIME CARDS

6.1 GENERAL

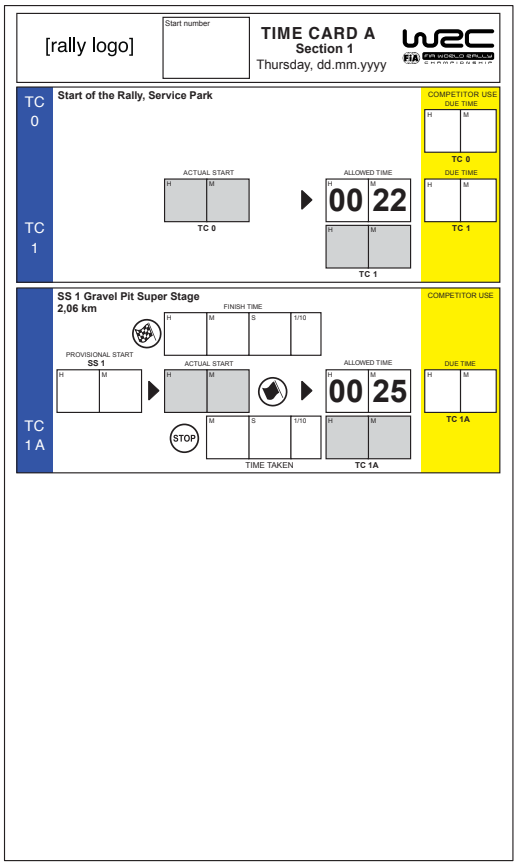
- A separate time card must be issued at least for each section.
- The allowed time for covering the distance of a road section must appear on the time card.
- Hours and minutes must always be shown as: 00:00 - 23:59, only the minutes which have elapsed will be counted.
- Time cards for the whole rally should be issued at the Administrative Checks and collected at the end of each section. Used time cards then become available for the results teams to check.
- An organiser may propose to the FIA the use of an Electronic Time Card in place of a written system. The use of such a system must be approved by the FIA before use.

6.2 DESIGN

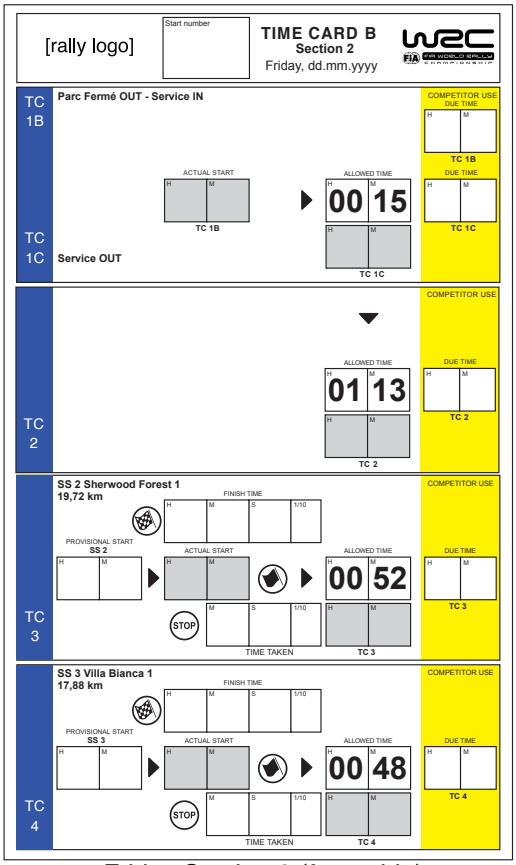
- See the following samples.
- The centre column is for completion by officials and the right-hand column for completion by competitors.
- Previous car No is optional. It is used by several rallies for safety checking. If this box is used it should be placed under the ‘provisional start time’ box.
- Size: 9.9 cm x 21 cm (to print 3 time cards from an A4 sheet) or 11 cm x 18.5 cm
- Boxes size: 1 cm
- The card should be at least 300gsm card or 270µm polyester paper (for poor weather conditions). Note that polyester paper, although waterproof, cannot be easily folded. An alternative is to produce a time card with a cover – i.e. a card of 22 x 18.5 cm folded, which has a cover to protect the written area.
- When many TC’s are involved, reverse side printing or use of a side by side (and folded inwards) design may be used.
- The printing colour is free. For example, an organiser may use a sponsor's colour, a different colour for each section or simply grey and black.



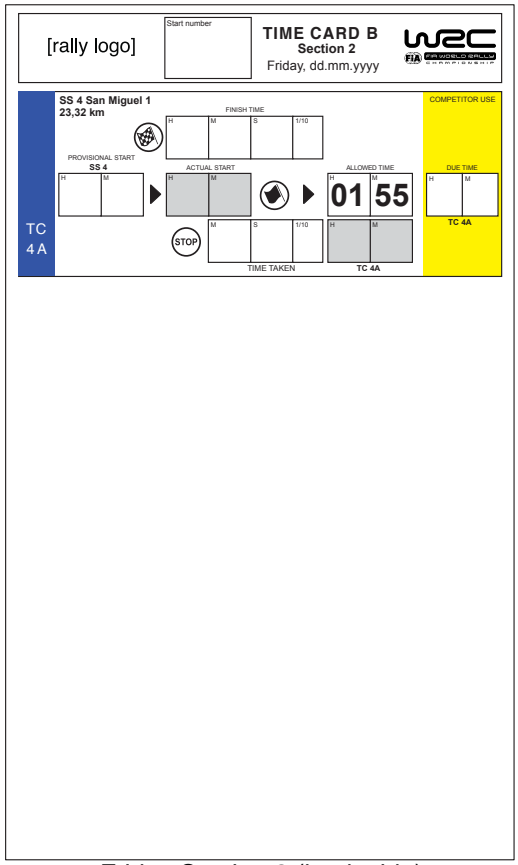
Four more runs fit on back side



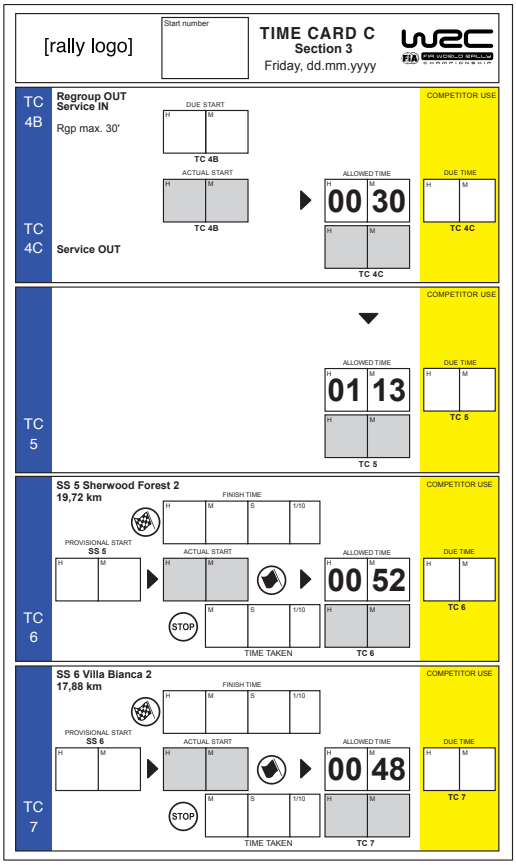
Rally Start and Thursday SSS



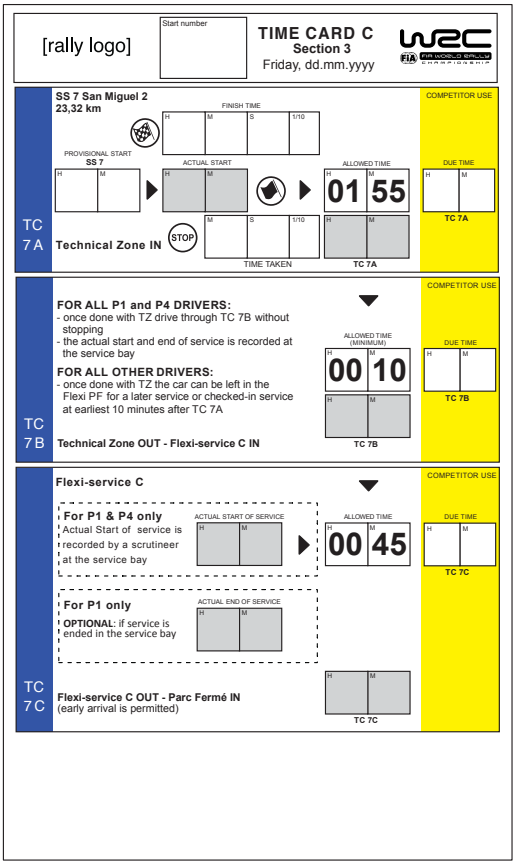
Friday Section 2 (front side)



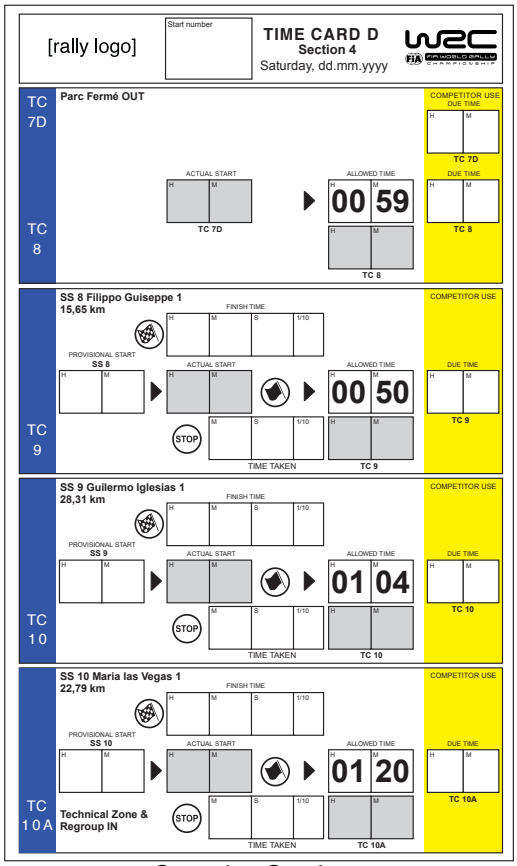
Friday Section 2 (back side)



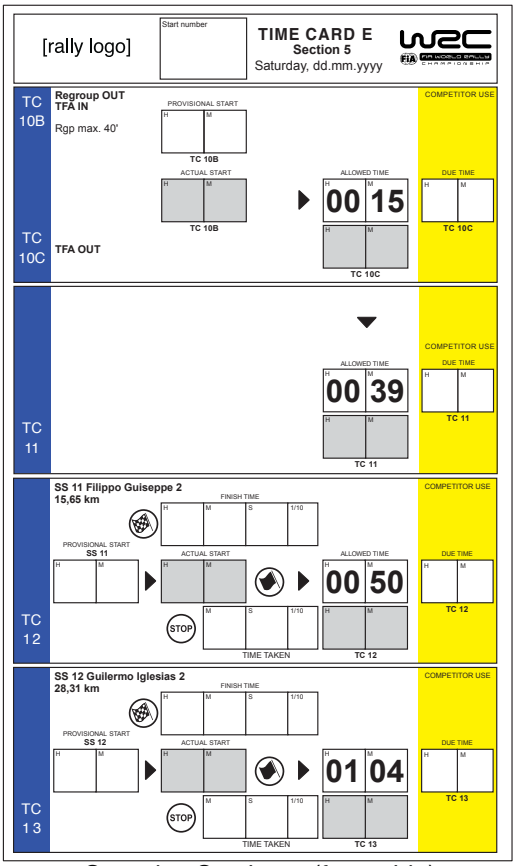
Friday Section 3 (front side)



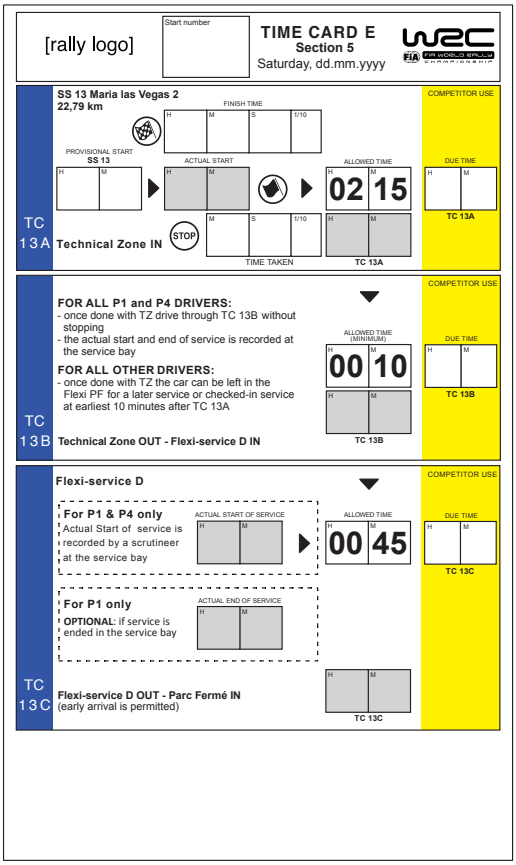
Friday Section 3 (back side)



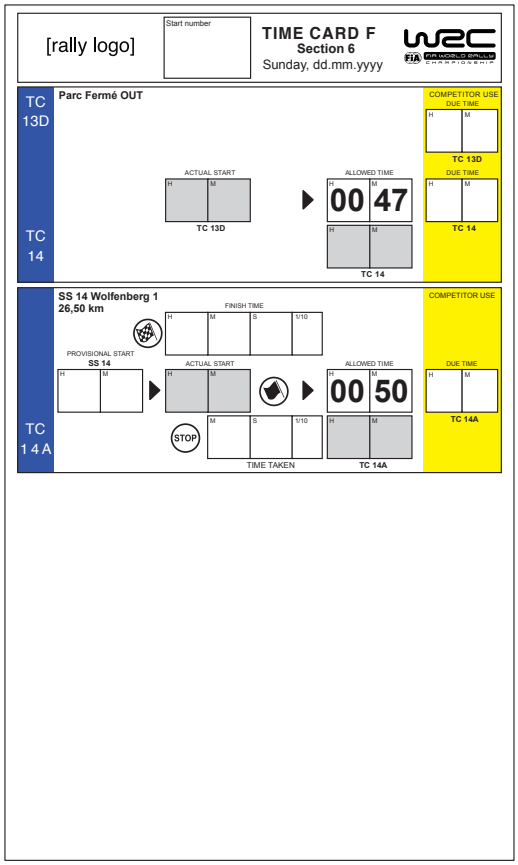
Saturday Section 4



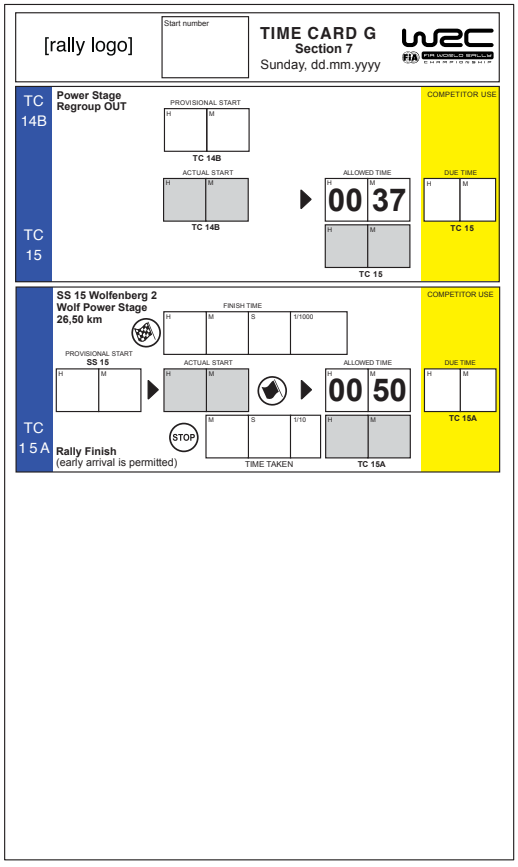
Saturday Section 5 (front side)



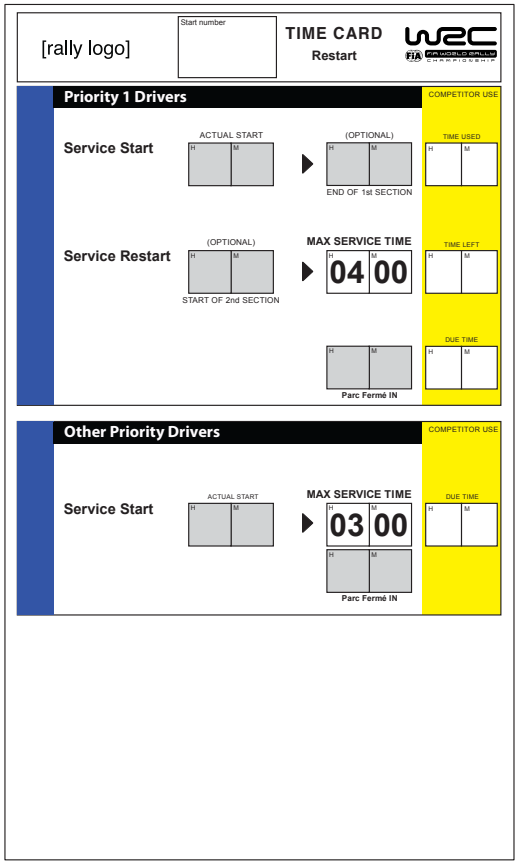
Saturday Section 5 (back side)



Sunday Section 6



Sunday Section 7



Restart-service

7. STANDARD ENTRY FORM

7.1 COMPETITORS REGISTERED IN THE WRC, WRC2 AND WRC3 CHAMPIONSHIPS

Constructors, WRC Teams, WRC2, WRC3, WRC Master Cup competitors who wish to score points, must make their entries by using the FIA electronic standard rally entry form for their championships, available in their FIA accounts at:

https://registrations.fia.com/rally

Please refer to the relevant rally supplementary regulations regarding the date of the closing of entries and for the entry conditions.

7.2 COMPETITORS NOT REGISTERED IN THE WRC, WRC2 OR WRC3 CHAMPIONSHIPS

Any non-registered competitor wishing to take part in a WRC rally must register and fill in the FIA electronic entry form accessible under the following URLs:

Country	Date	URL
Monaco	21 - 24 January	https://registrations.fia.com/wrcmon
Sweden	18 - 21 February	https://registrations.fia.com/wrcswe
Kenya	18 - 21 March	https://registrations.fia.com/wrcken
Croatia	8 - 11 April	https://registrations.fia.com/wrccro
Spain	6 - 9 May	https://registrations.fia.com/wrcesp
Japan	3 - 6 June	https://registrations.fia.com/wrcjpn
Greece	24 - 27 June	https://registrations.fia.com/wrcgre
Italy	8 - 11 July	https://registrations.fia.com/wrcita
Estonia	22 - 25 July	https://registrations.fia.com/wrcest
Finland	29 July - 1 August	https://registrations.fia.com/wrcfin
United States of America	26 - 29 August	https://registrations.fia.com/wrcusa
Scotland	30 September - 3 October	https://registrations.fia.com/wrcsco
Paraguay	21 - 24 October	https://registrations.fia.com/wrcpar
Chile	4 - 7 November	https://registrations.fia.com/wrcchi
Saudi Arabia	24 - 27 November	https://registrations.fia.com/wrcksa

Please refer to the relevant rally supplementary regulations regarding the date of the closing of entries and for the entry conditions.

8. ENTRY LISTS

8.1 ENTRY LIST

Upon the close of entries as in WRC Art. 23.2, the organiser shall send a Draft Entry List in numerical order by priority group to the FIA for checking, prior to publication on the organiser's website. The FIA shall then reply with any comments. After acceptance by the FIA, the Entry List may be published.

- This Draft Entry List shall include:
- The allocated competition number
- The Competitor's full name (not nationality)
- Driver's/Co-driver's names and their nationalities (according to their passport)
- The make and model of the car entered
- The class and group of the car entered
- The driver's FIA priority status and eligibility, where appropriate. The order of non-priority drivers is left to the organiser.

8.2 AMENDED ENTRY LIST

Following the completion of administrative checks, an "AMENDED ENTRY LIST" shall be published, indicating the date and time of publication.

9. START LISTS & RALLY RESULTS

Start lists and results can be posted earlier than the times mentioned in the Supplementary Regulations or in a bulletin. However, the times mentioned on the lists MUST ALWAYS be as mentioned in the Supplementary Regulations or in a bulletin. If the publication of any 'timed' list is delayed, the Clerk of the Course shall publish a communication with the new scheduled time for posting (see also Art. 63.2)

9.1 OPENING CEREMONY & SECTION 1

Start list for the Opening Ceremony

- Produced after administrative checks and scrutineering
- Signed by the Clerk of the Course after approval by the Stewards and published at the time mentioned in the Supplementary Regulations.
- Gives start times (or at least intervals between cars) for all competitors

Start list for Section 1

- Produced after administrative checks and scrutineering
- As described in WRC Sporting Regulations
- Signed by the Clerk of the Course after approval by the Stewards and published at time mentioned in the Supplementary Regulations
- Gives start times for all competitors
- Possible footnotes
  - *Subject to passing rescrutineering for car(s) No. under WRC Art. 31.1.8*
  - *Subject to passing rescrutineering of the safety equipment for crew No....*
  - *Subject to a possible Stewards decision for car No.*

9.2 SECTIONS OF THE RALLY BEFORE AN OVERNIGHT REGROUP

Start list for the section after an overnight regroup.

- Proposed by the Clerk of the Course. Repositioning, if any, according to Art. 40.1
- Signed by the Clerk of the Course and published at the time mentioned in Supplementary Regulations.
- Includes retired crews who have not declared withdrawal from the rally (Art 53.1.1)
- Possible footnotes
  - *Subject to passing rescrutineering for car(s) No. under WRC Art. 31.1.8*
  - *Subject to passing rescrutineering of the safety equipment for crew No....*
  - *Subject to a possible Stewards decision for car No.*
  - *Subject to passing rescrutineering for all retired cars restarting under WRC Art. 54.2*

9.3 FINAL SECTION OF THE RALLY

9.3.1 Provisional Classifications

a) Provisional Classification

b) Provisional Classification of the Power Stage (P1 drivers only)

c) Provisional General Classification of Sunday (P1 drivers only)

Provisional Classifications are signed by the Clerk of the Course after approved by the Stewards and published at the time mentioned in Supplementary Regulations (WRC Art. 33.1.2).

Possible footnotes:

- Subject to the results of final scrutineering
- Subject to possible Stewards decision for car No….
- Subject to possible appeal against Stewards Decision No....
- Subject to the result of the intention to appeal lodged by competitor No.... against Stewards Decision No....
- Subject to the results of routine fuel analysis for cars No.…
- Subject to further checks to be carried out by the FIA for car No.…
- Subject to the results of a complete engine inspection for car No.…

9.3.2 Final Classifications

a) Final Classification

b) Final Classification of the Power Stage (P1 drivers only)

c) Final General Classification of Sunday (P1 drivers only)

Final Classifications are approved and signed by the Stewards and published after expiry of the protest time and after conclusion of the final scrutineering and possible Stewards decision/s following the publication of the Provisional Classifications.

Possible footnotes:

- *Subject to the result of the intention to appeal lodged by competitor No.... against Stewards Decision No....*
- *Subject to the results of routine fuel analysis for cars No…*
- *Subject to further checks to be carried out by the FIA for car No.…*
- *Subject to the results of a complete engine inspection for car No…*

10. MEDIA SAFETY BOOK

Rally Guide 2 contains a large media section and replaces the previous 'Media Guide'. There is need for a safety guide specifically for the visual media. The minimum recommended content of this book is listed below. The Media Safety Book should be distributed to the FIA Accredited Media 2 weeks before the start of the rally.

To best prepare this book, the organiser should:

1) Invite an experienced professional motorsport photographer and/ or a cameraman to inspect the special stages together with the Press Officer and the Safety Officer as soon as the rally route is decided.

2) Identify within each stage several safe areas (‘photo areas’) for use by photographers and TV crews. Where possible, there must be dedicated tabard media parking as close as possible to these locations, as well as at stage ends. Where access is not possible, due to restricted space and/or safety concerns, this must be clearly communicated in the Media Safety Book.

3) These ‘photo areas’ should be described on paper and accompanied by a photograph depicting the resulting image. There should be diagrams for each location indicating in detail:

- The SS number and length

- The SS road closing time for tabard media
- The SS starting time for the first car
- The road book reference and GPS reference
- The specific zone of the photo areas
- The spectator areas
- The tabard media parking
- The access roads
- The distance, on the SS road, of the photo areas from the SS start/ finish
- The safety taping

4) All the proposed diagrams should be approved by the Safety Officer.
5) The approved diagrams will form one section of the Media Safety Book.
6) The book should also include:
    - The written description of which areas tabard holders may access and what kind of actions they may perform. At minimum, this section must be produced in English and the local language.
    - Example
        - They should be allowed to walk and stand immediately in front of the spectator tape / marker boundary, to walk from one point of the stage to another and/or cross the stage during the intervals between the passage of the rally cars, always in accordance with marshals' safety instructions. In addition, tabard media may be permitted to exit the special stages between the running of repeated stages, in the direction of the rally route. This will be permitted only when identified in the Media Safety Book and only after the stage commander has announced the opening of the road after the first passage of rally cars.
        - The specific photo areas, for the use of tabard holders only, must be properly taped, signed and with restricted access. Media marshals, especially briefed on media needs, duties and rights, should be identifiable at the photo areas.
        - Areas where marshals and police are standing are deemed as safe locations; tabard media are permitted to stand with these safety officials.
        - The overview maps of all stages with reserved roads, intersection roads, closure points, photo areas, tabard and media parking.
    - A1:50,000 scale overview map of the rally location.
    - A complete sample of all authorised passes, tabards (permanent and rally by rally) and media and tabard media car passes.
    - The identification and handling of the media (Media Safety & Identification), as stated in the appendices of the media facilities.
    - Details about all other activities running during the event (ie national and/or historic rally, etc)
    - Overall plan of all safety cars and road closing times.
    - Contact details of the National Press Officer and FIA Media Delegate

Organisers should consider different levels of preparation required at each photo area, in accordance with local circumstances and the quantity of tabard media likely to be in attendance.

The FIA Media Delegate is at the disposal of the organisers to assist them in the production of the Media Safety Book, which should be distributed to all tabard holders, to all stage commanders and to all safety and security staff.

APPENDIX III – SAFETY

The recommendations for the supervision of the road and emergency services are set in Article 5 of Appendix H to the International Sporting Code. These recommendations should serve as a guide for rally organisers and should be respected.<

In addition, it is strongly recommended that all event organisers follow the latest version of the FIA Rally Safety Guidelines. Each organiser is permitted to introduce additional elements with a view to improving the safety of the public and the crews.

Guidelines regarding the organisation of private tests and the role of ASN Safety Delegates are also available.

The latest version of these documents is available at https://www.fia.com/rally-safety

APPENDIX IV - PODIUM CEREMONY

1. REQUIREMENTS

1.1. The podium ceremony shall take place at a time determined by the organiser with the approval of the FIA Media Delegate and the Promoter

1.2. The organiser shall establish a finish holding area to ensure the crews transit the ramp in the correct order. Media and personnel holding the appropriate pass must be permitted access to this area.

1.3. The organiser must appoint an official (Master of Ceremonies) responsible for the procedure, which must be rehearsed at least 12 hours beforehand. The name and contact information of the official responsible and the scheduled rehearsal time must be notified to the FIA Media Delegate and Promoter four weeks prior to the rally.

1.4. The finish structure must incorporate a branding, clearly displaying the name and logo of the rally and branding in accordance with the Promoter Event Operations Manual and FIA requirements. A photographers' tower must be placed in front of the structure, located and set up as per the FIA Media Facilities and Operations Guide. The route leading to and departing from the structure must be fenced off with metal fencing to prevent public access.

1.5. The ramp arch should not obstruct the opening of car doors or the crews' exit from the vehicle when it is correctly positioned with the car nose dropped onto the ramp exit.

1.6. Behind or at the side of the podium shall be placed flag poles from which shall fly, from left to right when viewed from the photographers' tower, the ASN flag (optional), the national flag of the host country, the FIA flag (all flying continuously), the winning Constructor , and the national flags of the first three drivers from the overall classification. Additional national flags of other competitors may be displayed at the organiser's discretion (flying continuously).

1.7. The organiser must provide an 'Olympic-style' box podium for use by the third, second and winning crews in the overall WRC1 classification only, positioned to allow photographers/ TV crews to take pictures from the photographers' tower. If the podium must be moved into position during the ceremony, location points should be marked on the ground beforehand. Any branding or markings on the podium is subject to Promoter approval.

1.8. Only one prize (cup or trophy) per person may be awarded, one to each crew member and one to the representative of the winning Constructor. The design of all cups and trophies must be approved by the FIA Media Delegate and Promoter. The organiser is responsible for ensuring that those presenting the awards approach from the side of the podium and move away promptly.

1.9. A maximum of six persons may present the prizes. Other than these persons, only the official in charge of procedures will be allowed in the area of the ramp and podium. Clear written instructions, including guidelines for dress code, must be issued to each person presenting an award.

1.10. There should be an adjacent parking area (or the final Parc Fermé) for the three winning cars in the overall classification and the winning WRC2, WRC Masters Cup, WRC3 and Junior WRC cars, and an undercover waiting area for the crews, in case of poor weather.

1.11. The organiser must provide transportation for a minimum of 11 representatives (Top three WRC drivers and their PR, winning WRC2, WRC Masters Cup, WRC3 and Junior WRC cars), one Constructor's representative and the FIA Media Delegate, from the finish area to the press room for the post-event FIA Press Conference.

1.12. Teams involved in the podium ceremony and those required to present their cars at final scrutineering must have a representative available to take their car to Parc Fermé or final scrutineering.

1.13. It is the responsibility of the organiser to inform competitors of the finish procedure.

1.14. There must be a reserved area on one side of the ramp, outside the confines of the ramp and podium area, for the winning team(s) to be able to attend the finish.

1.15. All drivers affected by the podium formalities are obliged to wear the caps issued by Promoter from the time they exit their car in the Power Stage Holding Area throughout the entire duration of the prize-giving ceremony (except whilst the national anthems are being played) as well as during the press conference and they must keep their overalls closed. Failure to comply with this regulation will be reported to the stewards.

2. PROCEDURE

The running of the podium procedure is controlled by the official responsible (see App. IV, Art. 1.3)."

The ideal running order is as follows, but amendments can be made to this procedure in order to ensure the podium ceremony is executed as quickly as possible after the Power Stage and final service. Amendments must be agreed with the FIA Media Delegate and Promoter.

- WRC2 outright winning crew
- P1 crews in reversed of final classification order
- Outright podium
- Other Priority Categories (WRC Masters Cup, WRC3 and Junior WRC cars)
- Highest national crew

2.1. An organiser is encouraged to arrange pre-finish ceremony entertainment and to have a public address system and big TV screens showing images from the rally.

2.2. There must be no more than two VIPs on the ramp at any one time.

2.3. From the finish holding area (fenced and controlled with access permitted only to media and personnel holding the appropriate pass) the schedule shall be as follows:

2.4. The WRC2 winner drives to the top of the ramp and parks with the car nose dropped onto the exit side. The crew climbs out and the driver is interviewed. The crew receives an award and two pre-opened bottles of champagne and sprayed for the benefit of photographers and TV crews. The crew may then be joined by team personnel for an additional photo opportunity if agreed in advance by FIA Media Delegate and Promoter. A team representative then drives the car to Parc Fermé or final scrutineering holding area while the winning crew must remain available for shuttle to the Media Centre.

2.5. All P1 crews, in reversed classification order, up to 4th, drive to the top of the ramp, open doors, climb out, receive any award and then drive directly to Parc Fermé or final scrutineering.

2.6. Third in the overall classification crew to the top of the ramp and parks with the nose of the car dropped onto the exit side. The crew gets out and stands either side of the car with the doors open and the driver is interviewed. The crew then drive off the ramp, where a team representative takes care of the car and drives it to Parc Fermé. The crew must remain available for shuttle to the Media Centre.

2.7. Second in the overall classification – same procedure as third overall.

2.8. The winning crew drives to the top of the ramp and parks with the nose of the car dropped onto the exit side. Crew gets out, close doors and are interviewed by the official. The crew then climbs onto the bonnet and receives two pre-opened bottles of champagne which are sprayed for the benefit of photographers and TV crews. The crew may be joined by team personnel for an additional photo opportunity if agreed with the FIA Media Delegate and Promoter in advance. Team personnel leave and the car remains on the ramp until the closure of the podium ceremony.

2.9. If not already positioned, the podium is moved into position at ground level, in front of the ramp and winning car.

2.10. The winning crews are then called from the waiting area to stand behind the appropriate level of the podium. The MC should then invite each of them to ascend on to the podium steps.

2.11. A representative of the winning Constructor is invited to join the ceremony and stand to the right of the competitors on the podium steps.

2.12. Anthems of the winning driver (according to passport) and Constructor (according to country of car homologation) are played. As the winning driver's anthem is played, the flags of the nations of the three first drivers are hoisted as per standard Olympic protocol. Crews are not permitted to wear hats during the anthems. Sunglasses must not be worn. Immediately after, when the nationality of the winning Constructor is different from that of the driver, the national anthem of the Constructor is played while its flag is raised. Where the driver and Constructor are the same nationality, the anthem shall be played only once and all flags are raised simultaneously.

2.13. Political dignitaries and/or sponsors (maximum of six) are invited to present the awards individually crew by crew, in order of 3rd, 2nd, 1st and winning Constructor.

2.14. All three crews should be presented with six bottles of pre-opened champagne for spraying.

2.15. The winning car is driven to Parc Fermé by a team representative. The remaining Priority crew winners should then be celebrated with the following procedure:

2.16. The WRC Masters Cup, WRC3 and Junior WRC cars winner drives to the top of the ramp and parks with the car nose dropped onto the exit side. The crew climbs out and the driver is interviewed. The crew receives an award and two pre-opened bottles of champagne and sprayed for the benefit of photographers and TV crews. The crew may then be joined by team personnel for an additional photo opportunity if agreed in advance by FIA Media Delegate and Promoter. The crew then departs and drives the car to Parc Fermé or final scrutineering holding area. The driver must remain available for shuttle to the Media Centre.

2.17. The winning Overall Top three, WRC2, WRC Masters Cup, WRC3 and Junior WRC cars , the representative from the winning Constructor and the FIA Media Delegate are taken to the press room for the post-event FIA Press Conference. Access to this transport should be free from spectators.

2.18. Other winning cars are then taken by technicians to parc fermé or final scrutineering under escort of the organiser.

APPENDIX V – HOMOLOGATION OF TYRES

The following applies to:

- FIA World Rally Championship
- FIA Regional Rally Championships
- FIA International Series (Rally)

List of Homologated tarmac tyres:

- The list of homologated tyres is available on the FIA website, under the Regulations section.

At least two weeks before the start of a rally, the tyre supplier must present to the FIA a drawing (or drawings) of the tread pattern(s) to be used in a rally to obtain the FIA homologation.

A. TARMAC TYRE REGULATIONS

1. 4WD CARS IN THE WORLD RALLY CHAMPIONSHIP:

For 4WD cars in the World Rally Championship, tyres must comply with Article 13.2 of the FIA WORLD RALLY CHAMPIONSHIP regulations.

2. Other Cars

Homologation (tread pattern and size):

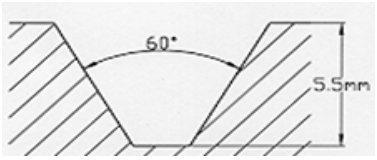
2.1. All Tyres proposed must meet all applicable legal requirements to be used for motor sport competition.

2.2. Tread pattern must be moulded.

2.3. Control Area:

Width of rim/ tyre assembly	Length x Width (mm x mm)	Surface (mm^2)	17% rate (mm^2)	21,5% rate (mm^2)	27,5% rate (mm^2)
8.5" to 9"	170 x 140	23800	4046	4998	6545
8" to 8.5"	161 x 140	22540	3832	4733	6199
7.5" to 8"	148 x 140	20720	3522	4351	5698
7" to 7.5"	142 x 140	19880	3380	4175	5467
6.5" to 7"	133 x 140	18620	3165	3910	5121
narrower than 6.5"	124 x 140	17360	2951	3646	4774

2.4. In the control area, the surface taken up by grooves at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 17% of the total surface.



2.5. In the control area, the surface taken up by grooves at least 1.8 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 21.5% of the total surface.

2.6. In the control area, the sum of the width of the grooves encountered by a radial line must be at least 16 mm.

2.7. The bridge blocks and sipes must be considered as part of the tread pattern if they are less than 2 mm wide.

2.8. At least 2 circumferential lines / Minimum total width of circumferential lines = 12 mm.

2.9. At all times during the rally, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern. The tyre manufacturer must provide visible control marks.

2.10. Each tyre must have a specific permanent moulded barcode number supplied by an approved FIA barcode supplier.

B. WET TARMAC TYRE REGULATIONS (18" RIMS ONLY)

- In the control area, the surface taken up by grooves at least 5.5 mm deep, with a maximum angle of 60° between the blocks in section (diagram) and 2 mm wide, must occupy at least 27.5% of the total surface.
- In the control area, the sum of the width of the grooves encountered by a radial line must be at least 16mm
- In the control area, the sum of the width of the grooves encountered by a circumferential line must be at least 4mm
- At least 2 circumferential lines / Minimum total width of circumferential lines = 12
- At all times during the rally, the tread depth of the tyres fitted on the car must not be less than 1.6 mm over at least three quarters of the tread pattern
- Each tyre must have a specific permanent moulded barcode number and a RFID Tag supplied by an approved FIA barcode supplier.

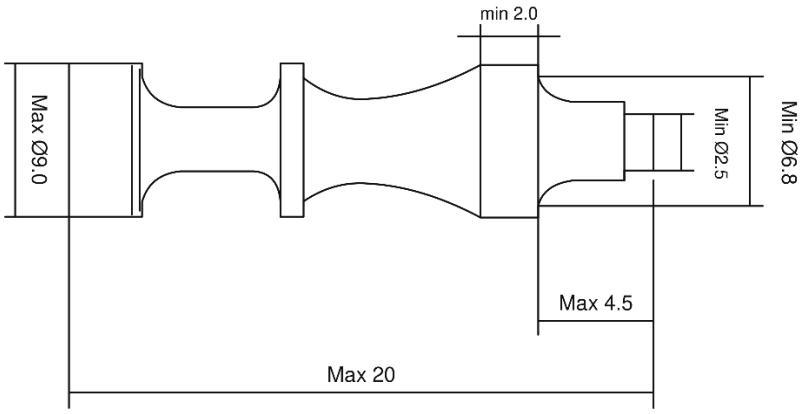
C. SNOW TYRE REGULATIONS

SNOW tyres do not require tyre homologation (except for 4WD cars in the World Rally Championship): grooving rate must be more than 25% (see paragraph A Art. 2.3).

If the Supplementary Regulations permit the use of studded tyres during the event, those tyres must comply with the following requirements.

7" x 15" rims

The stud dimensions for ice tyres mounted on a 7" x 15" rim are as follows:



They must be in conformity with the following regulations:

- The studs shall be solid, cylindrical and flat cut
- The cross section of the studs must form a full circle at every point
- The stud is not allowed to be tubular at any point
- The body of the stud must be homogenous and is not allowed, under any circumstances to form a tube or hole.
- Maximum diameter of the flange is 9 millimetres
- Minimum diameter of the metal core in the middle of the stud is 2,5 millimetres. It must be cylindrical, homogenous and flat cut
- The length of the stud is limited to 20 millimetres

- The weight of the stud is limited to 4 grams
- The studs must be mounted in to the tyre from the outside
- The number of studs must not exceed 20 per any decimetre of the wheel circumference.

Measurement will be carried out with a pattern, on a non-pressured part of the tyre. The length of the pattern is 30 cm, and within the pattern there must not be more than 60 studs.

If the number of studs is more than 60 in a 30 cm sections, a further check will be carried out in the next 30 cm section and the total number of studs in both sections must be maximum 120.

8” x 18” rims

The stud dimensions for snow tyres mounted on an 8" x 18" rim must respect the following:

- Only the cylindrical single point studs introduced through the outside of the tread are permitted. They shall in no way go through the tread.
- They shall imperatively adhere to the following:
- maximum base diameter: 6.5 mm, tolerance included. Weight: 2 gr;
- stud protrusion beyond the surface of the brand new tyre: maximum 2 mm;
- total stud height including point: 15 mm. Tolerance MAX.
- 0.5 mm;
- surface density covered;
- the number of studs must not exceed 10 per any decimetre of the wheel circumference apart from a central band of 47 mm that must remain free.
- manual or mechanic removable studs are forbidden.

D. GRAVEL TYRE REGULATIONS

Gravel tyres do not require tyre homologation (except for 4WD cars in the World Rally Championship): grooving rate must be more than 25% (see paragraph A Art. 2.3).

APPENDIX VI – STANDARD ENTRY FEES, ADMINISTRATIVE PACKAGE AND PERMANENT FIA PASSES

Item	WRC Constructor			WRC Team	Rally1	WRC2 (A)	WRC2 (B)	WRC3
Number of cars	**A:** 3 cars	**B:** 2 cars	**C:** 2 cars	2 cars	1 car	1 car	1 car	1 car
Status	P1	P1	P1	P1	P1	P2	P2	P3
Registration fee €	250,000	250,000	250,000	65,000	6,200	4,266		2,139
Rally Entry fee €	63,000	52,400	30,000	30,000	15,000	11,900	5,500	5,500
Required to carry advertising	No	No	No	No	No	No	No	No
Vehicle plates								
VIP or Guest	14	10	6	6	3	2	0	
Service	8	6	6	6	2	2	1	1
Auxiliary	15	13	12	12	4	3	2	2
Route Note Crews	3	2	2	2	1	-	-	-
Services								
Area in Service park	1300 m^2 (65m x 20m)	900 m^2 (45m x 20m)	~ 500 m^2	~ 500 m^2	180 m^2	180 m^2	80 m^2	80 m^2
Toilets at Team area	2	2	2	2	1	1	0	0
Helicopter plate	1	1	-	-		-	-	-
Printed materials								
Road book sets	10	8	6	6	3	3	3	3
Route maps	10	8	8	8	5	5	5	5
Programmes	16	12	8	8	4	4	4	4
Safety plan	1	1	1	1	-	-	-	-
Team passes	60	50	30	30	10	10	10	6
Guest passes	75	60	20	20	8	8	2	2
FIA Permanent passes								
Priority	11	10	10	8	2	2	2	1
Driver passes	2 driver passes per registered driver							

All fees exclude local VAT.

The presence of any tyre supplier in the Service Park or other event venues for technical or promotional purposes is subject to commercial agreement with the Promoter.

REQUEST OF FIA PERMANENT PASSES

Requests for FIA permanent passes for the season can be submitted to the following email addresses:

- Constructors, Teams and drivers registered for the 2027 season wrcaccreditation@fia.com
- FIA suppliers: wrcaccreditation@fia.com
- WRC Organisers: wrcaccreditation@fia.com
- Media: Journalist / Photographers: WRCMedia@fia.com
- Broadcasters / TV: accreditation@wrc.com

APPENDIX VII – START LIGHT SEQUENCE

Countdown:

5 seconds to GO: Red blocks showing every second

"GO" Signal: Green light

After "GO" Signal: Green light stays on for 20 seconds



APPENDIX VIII – ORGANISATIONAL REQUIREMENT SPECIFICATIONS

1. CANDIDATE RALLIES

Following notification from the Promoter of an Event Promotion Agreement with a proposed Event Organiser, if the ASN wishes to include a competition in the FIA WRC Calendar, it shall contact the FIA Road Sport Department to request a Candidate Rally inspection.

The ASN shall register the rally on the FIA International Calendar Platform as a Candidate Rally and pay the applicable fees.

The FIA Road Sport and Safety Departments will work closely with the Candidate rally to ensure preparation for compliance with WRC safety, sporting and medical requirements.

The following requirements apply to a Candidate rally:

- The Candidate rally cannot be run in the same year as the proposed year of the targeted inclusion into the WRC calendar and it must be run a minimum of 9 months before the scheduled date of the planned WRC rally.
- Where possible, the Candidate rally should be based on an existing competition within a National Championship or an FIA Regional Rally Championship, to facilitate the development of the future WRC rally. In all cases, the format and structure of the candidate event shall be subject to the approval of the FIA.

For evaluation purposes, at least one special stage per day of the Candidate rally shall be set up according to the WRC standards, and the same Clerk of the Course, Chief Safety Officer and Chief Medical Officer that would be officiating at the Candidate rally would need to be then also appointed at the WRC rally (if approved to be included on the WRC calendar). Any changes to the above-mentioned key officials prior to their inclusion in the WRC calendar shall be subject to verification by the FIA.

Before and during the Candidate rally, the FIA will check the following (non-exhaustive list):

- Sporting, safety, and medical documentation and their implementation.
- Special stages, including those in the itinerary as well as any additional special stages proposed for use in the future WRC rally, regarding sporting interest, safety and medical aspects, running and management, etc.
- Facilities to be used during the WRC rally: service park, rally HQ, media centre, parc fermé, scrutineering facilities, Opening Ceremony, regroups, Refuel Areas, Tyre Titting Areas, and any other venues deemed relevant by the FIA.
- The medical and rescue vehicles and equipment, the medical centre and nearest major trauma hospital.

Following the Candidate rally, reports will be produced covering sporting, safety and medical aspects. These reports are intended to guide the ASN and the Rally Organiser on WRC standards and assess the event´s eligibility for inclusion in the following WRC calendar.

Each report shall include an action list, the items which must be strictly implemented by the Rally Organiser when preparing the WRC rally the following year.

The FIA shall have the sole and final authority to determine whether a candidate event is eligible for inclusion in the WRC calendar to be proposed by Promoter

By submitting the draft itinerary, the organiser confirms that the proposed route has been coordinated with, and is authorised or capable of being authorised by, all relevant public authorities, including the competent traffic and environmental authorities, the municipalities concerned and any other authorities whose approval is required for the running of the rally.

APPENDIX IX – WRC RIGHTS

Any competitor entering any rally counting towards one of the FIA Rally Championships governed by these Sporting Regulations acknowledges and agrees that all rights, title and interest in connection with the corresponding FIA Rally Championship, including without limitation all copyrights, database rights, and any and all related rights and neighbouring rights, audio-visual rights, domain name rights, trade name and trademark rights including “FIA”, “World Rally”, “World Rally Championship”, “WRC” and “FIA World Rally Championship” (and any translation or permutation thereof), together with any associated goodwill vested therein are the exclusive property of the FIA. Any use of such rights by the competitor other than for the purposes agreed by the FIA (and/or its nominee) in writing is not permitted.

Any competitor entering any rally counting towards one of the FIA Rally Championships governed by these Sporting Regulations acknowledges and agrees that the FIA (or its nominee) may create and use any recording or replication of the competitor taking part in rallies of the corresponding FIA Championship (including the image, logo, livery, colours, name, word mark and likeness of the competitor’s team, car, uniforms, driver(s) and team members, as well as the name and logos of team sponsors present within competitor’s livery) in any form without any need for consent, licence or payment, for any and all purposes (including marketing, advertising and public relations activities as well as any other forms of commercial messaging) that are in the interest of promoting the corresponding FIA Rally Championship. Such use shall be extended to any broadcaster, media partner, championship sponsor or licensee at the FIA’s (or its nominee's) sole discretion. Such use shall include (but not be limited to) audiovisual recordings, photographs, all forms of editorial coverage, information guides, promotional items, interactive games and any item featuring the competitor alongside 2 other participants in the corresponding FIA Rally Championship.

The FIA (or its nominee) shall ensure that such use shall always provide a fair, impartial and accurate representation of the competitor and not imply or suggest the competitor’s endorsement of a product or service. The FIA (or its nominee) shall make reasonable efforts to adhere to relevant branding guidelines as may be issued by the competitor.

APPENDIX X – ENVIRONMENTAL MANAGEMENT

1. All WRC and WRC Candidate event organisers (the organisations that are responsible for managing and conducting the events) and Constructors must implement and adhere to the FIA Environmental Accreditation Programme for the season. They are required to achieve and maintain the Three-Star level, which is the highest level of accreditation. WRC event organisers joining the WRC championship for the first time may apply for the Two-star level during their inaugural season but must attain the Three-star level in the following year.
2. The WRC and Candidate event organisers and Constructors are responsible for managing the accreditation process in accordance with the schedule set out in Art. 20.5.1.
3. It is the decision of the individual organiser and Constructor to identify the overall number of sections in the FIA Environmental Accreditation Programme relevant for their operations.
4. Accreditation guidelines are available at https://www.fia.com/environmental-accreditation-programme.

APPENDIX XI – ON-BOARD CAMERAS

1. INTRODUCTION

The following instructions apply to all competitors in RC1 cars complying with 2027 Appendix J, Art. 262 and 261A in relation to the on-board camera and/or other recording devices specified by the Promoter under Article 18.1 of the WRC Sporting Regulations. These competitors must facilitate the installation of the following components:

1) On-board Recorder and Transmitter ("ITTO")
2) Camera Lens
3) Camera Loom and Cables
4) Camera Mounting Bracket
5) Transmitting Antennae

The dimensions, weight and fixing mechanism of such components shall be advised through the official TV company appointed by the Promoter and may be updated from time to time.

The competitor is responsible for compensating for any changes in weight to the vehicle that may arise because of the components being installed or removed during an event. This also applies to any changes to components as referred to in clause 5 below.

2. ITTO UNIT REQUIREMENTS

2.1 INSTALLATION

A Competitor shall accommodate, within their vehicle and unless another location is agreed in writing with the official TV company, a space to install the ITTO unit that is:

- set back a minimum of 80 mm from the innermost edge of chassis / door sill to allow for easy connection of cables, as well as for access to the control panel and recording media slots; and
- free of obstructions between the chassis / door sill and the ITTO unit.

2.2 ACCESSIBILITY

A Competitor shall ensure the space provided to install the ORAT is free of obstructions that impede or prevent an ITTO operator from:

- changing, replacing and/or testing an ORAT unit within a 10-minute period without removal or disruption of any equipment or cabling installed by the team; and
- removing an ORAT unit entirely from the cockpit within a 10-minute period.

2.3 POWER

A Competitor shall supply the ORAT:

- A direct, un-switched DC power source delivering a minimum of 12.0 volts, 7.0 amps (measured at the point of connection to the ITTO), whenever the car's 'master' power is active (whether or not the engine is running); and
- a switched DC 12v power source delivering a minimum of 12.0 volts, 1.0 amp (required for a trigger, measured at the point of connection to the ITTO), whenever the car is in 'stage' or 'boost' mode.

3. CAMERA LENS, LOOM AND CABLES

3.1 INSTALLATION

A Competitor shall accommodate, within their vehicle, a space to install the camera loom with connectors and one or more camera lenses in the following positions:

- Two positions on the co-driver's side 'A' pillar;
- One position on the driver's side 'A' pillar;
- One position on the centre roll bar behind the driver and co-driver seats to allow for a traditional POV (point of view) camera position;
- One position between driver and codriver seats. In that case, the camera lens must be integrated into a block made of energy-absorbing material (see FIA Technical List n°58).
- No metallic support allowed
- one position in the engine bay to allow cameras to be mounted in or on the front body panels or lights.

3.2 SUPPLY OF EQUIPMENT

A competitor must use the cables supplied by the official TV company unless specifically agreed otherwise with the official TV company and then only to the exact technical specifications as supplied (on request).

4. CAMERA MOUNTING SYSTEMS

Only camera and other mounting systems supplied by the official TV company may be used, unless specifically agreed otherwise with the official TV company and then only to the exact technical specifications as supplied (on request).

5. CHANGES TO THE VEHICLE'S HOMOLOGATED PARTS

In cooperation with the individual Competitor and with the prior consent of the FIA technical delegate, the official TV company may initiate specific alterations to non-mechanical homologated parts in order to facilitate installation of (additional) camera lenses, cables and mountings. Such alterations may include modifications to (removable) body panels, light openings, ducts, blanking plates, dashboards, brackets and similar components. Such alterations may not have any significant beneficial effect on the performance of the car, aerodynamically or otherwise.

6. FIA HIGH SPEED CAMERAS (ONLY FOR RALLY1 CARS COMPLYING WITH APPENDIX J ART 262 AND ENTERED BY A REGISTERED COMPETITOR)

It is mandatory that one high speed camera from the FIA-ap-pointed supplier be mounted and that the installation satisfy the following criteria:

Orientation:
Pointing rearward.

Pitch:
Parallel to Reference Plane of car or, if not possible, as close as possible to ensure good view of helmet and upper body.

Roll:
Vertical (relative to Reference Plane of car).

Yaw:
Aligned with car longitudinal centreline.

Note: if this simplifies the installation, the camera can be inverted vertically (180 deg. rotation in roll).

Position:
The camera should be integrated within the dashboard, ensuring the lens is not obstructed and that the dashboard is unlikely to hit the camera during an accident.

X: Rear surface of camera approx. [800-1000]mm NOM forward of the front edge of seat-side-shoulder supports.

Y: Aligned with car longitudinal centreline.

Z: Adequate so as to ensure good view of helmet and upper body – guidance: typically, with the centre of the lens approx. in the middle between the top edge of seat-side-head (highest of the occupants') and bottom edge of seat-side-shoulder (lowest of the occupants').

Note: centre of lens is 14 mm above base of camera.

Fixation:
The camera shall be bolted as per the camera manufacturer's prescriptions, on a rigid support.

APPENDIX XII– FIA WRC SUPER LICENCE

1. Requirement

Any driver and co-driver entered in a Rally1 car must hold:

a) a valid FIA International Grade C – Roads (ITC-R) Licence; and
b) a valid FIA WRC Super Licence.

The FIA WRC Super Licence is an additional requirement and does not replace the obligation to hold a valid FIA International Grade C – Roads (ITC-R) Licence.

The FIA WRC Super Licence shall form part of the mandatory documents required for participation in a Rally1 car and shall be presented or otherwise made available for verification upon request by the FIA.

2. Eligibility and application

The FIA may issue an FIA WRC Super Licence to a Rally1 driver or co-driver who:

a) holds a valid FIA International Grade C – Roads (ITC-R) Licence;
b) at the FIA's request, can demonstrate his/her ability to comply with the strictest standards of good conduct and to protect the image, reputation, and integrity of the Championship and of motorsport in general;
c) at the FIA's request, can demonstrate that no serious disciplinary sanction has been imposed on him/her;
d) submits a duly completed application to the FIA in accordance with the applicable FIA procedure and within any deadline specified by the FIA; and
e) pays the FIA WRC Super Licence fee specified in Article 3, and
f) duly completes and signs the applicable FIA WRC Super Licence application form and certificate.

Applications for an FIA WRC Super Licence must be submitted to wrc@fia.com.

Pursuant to Article 2.6.2.b of the ISC, the FIA reserves the right to refuse to issue (or to renew) an FIA WRC Super Licence and shall give reasons for any such refusal.

3. FIA WRC Super Licence fee

The FIA WRC Super Licence fee is EUR 1,500 per driver or co-driver for each calendar year. Such fee shall apply irrespective of the number of the FIA WRC Competitions entered during that year.

Notwithstanding the above, where a driver or co-driver enters only a single FIA WRC Competition in the relevant calendar year, the applicable fee shall be EUR 500.

The fee shall be payable to the FIA upon application for the FIA WRC Super Licence and must be paid in full before the FIA WRC Super Licence is issued.

No reduction or reimbursement of the fee shall be made in the event of suspension or withdrawal of the FIA WRC Super Licence

4. Validity

The FIA WRC Super Licence shall be issued for a calendar year and must be renewed annually.

Notwithstanding the above, any FIA WRC Super Licence issued in respect of a driver or co-driver entering only one FIA WRC Competition in the relevant calendar year shall be valid solely for that Competition.

A driver or co-driver must hold a valid FIA WRC Super Licence at all times while participating in a Competition in a Rally1 car.

5. Obligations of the holder

The holder of an FIA WRC Super Licence shall comply at all times with the FIA Statutes, the International Sporting Code and its Appendices (ISC), the present Regulations, the FIA Code of Ethics, the FIA Judicial and Disciplinary Rules and any other applicable FIA rules and regulations, as amended from time to time, as well as with the obligations set out in the applicable FIA WRC Super Licence certificate.

6. Suspension or withdrawal and consequences

The suspension or withdrawal of an FIA WRC Super Licence shall be governed by the ISC and the other applicable FIA rules and regulations.

In accordance with Article 2.6.2.d of the ISC, the suspension or withdrawal of an FIA WRC Super Licence resulting from a sanction excludes its holder from the FIA Championships for the duration of such suspension or withdrawal.

Following the withdrawal of an FIA WRC Super Licence, a driver or co-driver shall only become eligible to participate again in a Rally1 car upon the issue of a new FIA WRC Super Licence by the FIA for a subsequent calendar year.